

TVR: WHY IT'S NOT ALL OVER YET

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32 NEW MERCS

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■ Radical new C-Class
■ Reborn 2+2 SL
■ Ultra-luxury S-Class

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HOW MERC WILL SAVE SMART

PORSCHE 718 GTS



The six-cylinder is back

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Model shown is New Astra SRi 1.2 110PS. Reduced fuel consumption and reduced CO₂ in comparison to previous model. #Fuel consumption figures are determined according to the WLTP test cycle. *CO₂ emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO₂ produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO₂ with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer.



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“A FLEX OF FOREFINGER SEALS ME INSIDE THE PLUSHEST BOTHY IN THE HIGHLANDS”

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LIGHT ENTERTAINMENT: ROLLS-ROYCE DAWN HUNTS NORTHERN LIGHTS IN UK **36**



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FUEL ECONOMY AND CO₂[†] RESULTS FOR THE MG ZS. MPG (L/100KM) (COMBINED): 38.6 (7.3) TO 41.5 (6.8).
[†]CO₂ EMISSIONS: 140–145 G/KM



Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration. ^{*}Model shown is MG ZS Excite in Dynamic Red paint at £14,740 On the Road (OTR). Offer subject to availability, on selected models at participating dealers only. Personal Contract Purchase. Finance subject to status, T&Cs apply. Applicants must be 18+. MG Motor Financial Services, RH1 1SR. Offer shown is available on MG ZS Excite 1.5 DOHC VTI-tech. 48 month term. £1,638.50 Customer Deposit. Optional Final Payment £4,989.50. At the end of the agreement there are three options: 1) Pay the Optional Final Payment to own the vehicle, 2) Return the vehicle, or 3) Part Exchange the vehicle where equity is available. Orders or registrations from 1st January 2020 until 31st March 2020.

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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Autocar, ISSN number 1355-8293 (USPS 25185), is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. The US annual subscription price is \$199.78. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Autocar, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Air Business Ltd is acting as our mailing agent.

Autocar is published by Haymarket Automotive, Bridge House, 69 London Road, Twickenham, Middlesex, TW1 3SP, UK haymarketgroup.com Tel +44 (0)20 8267 5000

Autocar magazine is also published in China, Greece, India, Indonesia, Japan, Korea, Malaysia, Philippines and Thailand.

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COMMENT



WHY A TAX INCENTIVE COULD BE THE BOOST THE EV REVOLUTION NEEDS



THE RISE OF electric vehicles hasn't been as rapid as some had hoped, stalled by high prices, limited choice and off-putting practicality issues. And despite the growing number of EVs available (and with many more to come in 2020), last year they still made up only 1.6% of UK new car sales.

Major change is afoot, with the imminent arrival of transformative benefit-in-kind tax changes (p16). From April, those choosing an EV as a company car will pay no tax at all. Such an appealing incentive will have a significant effect on EV uptake when you consider that company cars accounted for more than half of last year's UK car sales.

EVs won't be suitable for every mile-munching exec, but the appeal of more money in the bank will no doubt encourage plenty to consider whether on-the-go charging could be incorporated into their daily lives.

A new government EV taskforce should help the cause. It hopes to agree an industry-wide set of common charging standards, enabling the use of any public charge point via one payment method.

At last, after slashing the plug-in incentive in 2018, the government is acting to encourage people into the type of cars it so desperately wants – and needs – them to buy.

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EDITOR'S PICKS



NEW CORSA ROAD TEST

Fifth-generation supermini gets the eight-page treatment, p28



BARGAIN BUCKET

Hoping to bag a bargain motor in 2020? Here are our top picks, p56



DAWN CHORUS

We head north for some aurora spotting in Rolls's drop-top, p36

NEWS

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IMAGE

Merc to unleash 32 new models by end of 2022

EVs, hypercar, Smart SUV, 800bhp-plus PHEV plus successor models planned

Mercedes-Benz has finalised development plans for more than 30 new models – all scheduled to arrive by the end of 2022.

The headliners in the wide-ranging new-model programme, confirmed to Autocar by high-ranking Mercedes officials, include replacements for the existing C-Class, S-Class and SL.

Under the plans, the new SL will return to its roots by

featuring a traditional fabric hood for the first time in more than two decades when it is unveiled in early 2021 as a reborn 2+2 sports car.

A raft of new AMG performance models are also under development as part of Mercedes' ongoing efforts to retain its global luxury car sales crown. The upcoming Mercedes-AMG newcomers include a rapid GT 4-Door Coupé flagship model with an advanced 800bhp-plus

plug-in hybrid driveline and a hardcore track-focused GT Black Series. There will also be the production version of the delayed One hypercar, deliveries of which are now unlikely to take place until 2021 due to ongoing emissions testing setbacks.

At the more price-sensitive end of the line-up, Mercedes city car brand Smart will upgrade its range, with new electric Fortwo and Forfour models set to go on sale by the



Mercedes-AMG One is now expected to be delivered in 2021

All-new S-Class is said to be the most advanced Merc yet



Next SL will be a 2+2 with a fabric roof. It's due in 2021



New 2021 C-Class range will feature a C63 with a four-cylinder engine

TIMETABLE

2020

Smart Fortwo/Forfour facelift
GLA (including PHEV)
CLA PHEV
E-Class facelift
EQA
S-Class (new model)
AMG GLA 35
AMG GLB 45
AMG GLE 63
AMG GLS 63
AMG GT Black Series
AMG GT 73 4-Door Coupé

2021

SL (new model)
AMG One
C-Class (new model)
GLC (new model)
EQS
EQB
C-Class Estate
AMG C63
Facelifted A-Class

2022

GLC Coupé (new model)
C-Class All Terrain
GT (new model)
EQE
C-Class Coupé/Cabriolet
EQG
Facelifted B-Class
Facelifted CLA
Smart SUV

“The new EQ electric models form part of an £8.6 billion development programme”

middle of the year. By 2022, the Smart line-up will grow as Mercedes co-operates more closely with Chinese car giant Geely, which now owns a 50% shareholding in the city car maker, to develop a brace of new urban-focused models. One of these will be a compact electric-powered SUV (see overleaf) that will be built in China and exported to the UK.

Other key new Mercedes models for the near future include five EVs from its new EQ

electric car sub-brand. These comprise production versions of the earlier EQA and EQS concepts, plus new EQB, EQE and EQG models. Together, they form part of a €10 billion (£8.6bn) development programme aimed at propelling Mercedes to the front of the electric car ranks by the middle of the decade.

Mercedes' new entry-level electric model, the EQA, is based on the second-generation GLA, alongside

which it will be produced at the firm's Rastatt factory in Germany. Although it retains the same bodywork as its combustion-engined sibling, it receives its own individual front and rear styling elements in a move similar to that of the larger EQC.

Details about the EQA's driveline remain scarce, but Mercedes sources suggest it will be sold with a choice of up to three different electric motors and battery capacities.

The most efficient of those is expected to provide this Volkswagen ID 3 rival with a range of up to 250 miles.

At the other end of Mercedes' future electric car line-up is the EQS, which will be the first model to use the company's dedicated MEA electric car platform.

The EQS is described as being similar in size to today's CLS. Unlike its combustion-engined sibling, though, the new range-topping EQ →



S-Class will live on only in saloon form, bringing an end to the Coupé

“
A compact electric Smart SUV will be produced in China and exported to the UK
”

AUTOCAR
IMAGE



Smart's line-up will be expanded by an urban-focused SUV

← model will have a liftback-style tailgate for added practicality. With a 100kWh battery housed within its flat floor, the EQS is claimed to offer a range of up 435 miles in its ultimate form.

The expanded line-up of EQ-branded electric-only models will join new EQ Power petrol-electric plug-in hybrid versions of the second-generation CLA and GLA and facelifted E-Class – all three of which are set to be unveiled at the Geneva motor show this March.

The front-wheel-drive CLA 250e and GLA 250e plug-in hybrids will have the same system as that used by the A250e and B250e. This means a turbocharged 1.3-litre four-cylinder petrol engine and gearbox-mounted electric motor developing 215bhp and 332lb ft of torque. A 15.6kWh

battery provides an electric range of around 42 miles.

By the end of this year, Mercedes plans to offer 20 plug-in hybrid models. These will range from the A250e to an advanced replacement for the S560e that will form part of the new seventh-generation S-Class line-up and offer more than double the electric range of its predecessor, according to engineers involved in its development.

Developed from the ground up, the new S-Class is described as the most advanced Mercedes production model yet. The basis for the new luxury saloon is a re-engineered version of Mercedes' MRA platform and an all-new electric architecture that supports a multitude of new driver assistance systems, including level-three

autonomous functions and driverless valet parking.

Volume-selling S-Class models are set to retain the turbocharged 2.9-litre inline six-cylinder diesel and turbocharged 3.0-litre inline six-cylinder petrol units in both standard and plug-in hybrid guises, including that used by the successor to today's S560e. Upper-end models will rely on the AMG-developed turbocharged 4.0-litre V8 petrol engine with new mild-hybrid properties.

In the future, the new S-Class will be produced exclusively in saloon form, with the choice of either a standard or extended wheelbase depending on the country in which it is sold. Slow sales of the S-Class Coupé and Cabriolet have caused them to become victims of a consolidation programme

for traditional combustion-engined models, according to insiders, who say the two bodystyles will not be replaced when they reach the end of their model cycle in 2022.

Despite sweeping cost-cutting measures aimed at saving up to €1bn (£860 million) over the next two years under an internal efficiency programme dubbed Move, new Mercedes chairman Ola Källenius has approved what is being described as the company's most intensive new model push yet.

Among the key aims laid down in the development of future models by Källenius, who has spent the past two years heading Mercedes' vast R&D operations, is a dramatic decrease in the company's CO₂ fleet emissions as part of efforts to meet strict new EU

regulations that introduce a 95g/km limit by the end of 2020. It is central to what Mercedes calls its 'Ambition 2039' plan, which calls for a CO₂-neutral line-up within the next 20 years.

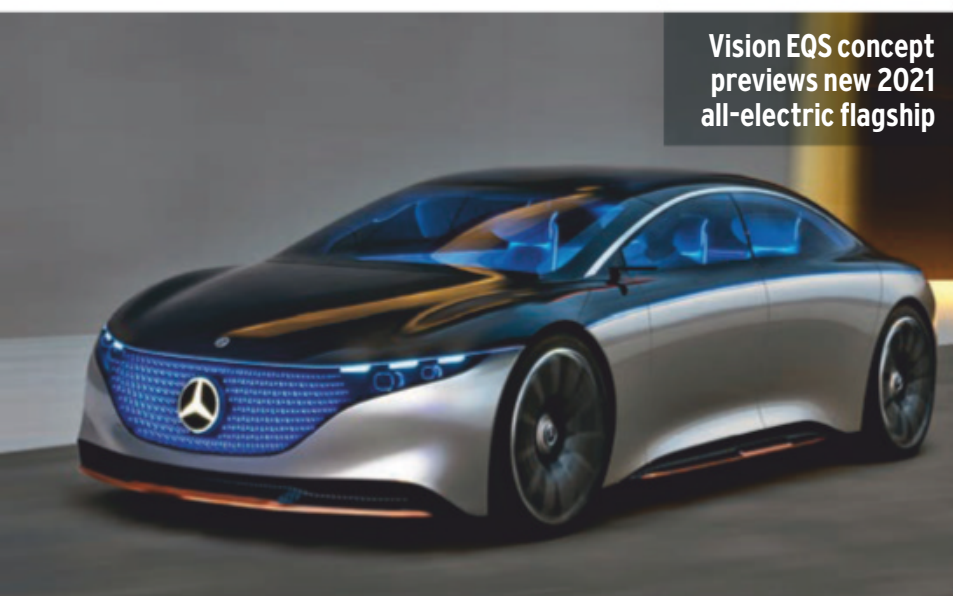
In recent years, the popularity of high-profit SUVs and a decline in diesel sales have hampered Mercedes' efforts to reduce its CO₂ fleet emissions. The latest official figure released by the company put its CO₂ fleet emissions at 135g/km – well short of the prescribed 95g/km. This leaves the firm susceptible to substantial EU fines should that figure not be significantly improved by the end of 2020.

Although electrification is set to play a key role in the reduction of Mercedes' CO₂ fleet emissions, its engineers are also focused on increasing

SPY SHOT MERCEDES S-CLASS



Vision EQS concept previews new 2021 all-electric flagship



Hot new GT 4-Door Coupé PHEV will have more than 800bhp



the efficiency of its traditional petrol engines.

Mercedes will introduce in the facelifted E-Class a new four-cylinder engine that, it claims, delivers greater efficiency than any rival powerplant. Codenamed M254, it replaces the previous M274 engine and features modular properties that allow it to share various aspects of its design, including a 48V integrated starter motor, with the larger M264 six-cylinder.

The 2.0-litre unit, which is also set to play an integral role in the fifth-generation C-Class due in 2021, has been conceived to meet Euro 7 emission regulations, although Mercedes engineers have told Autocar that this is likely to be achieved only through electrification.

Further efforts in

CO₂ reduction include a controversial decision to replace the turbocharged 4.0-litre V8 engine used by the existing C63 with a turbocharged 2.0-litre four-cylinder in a successor plug-in hybrid model that will head the new-generation C-Class line-up in 2021.

The decision to move to four-cylinder power for the C63 comes after moves by AMG to provide larger models with a mild-hybrid variant of its turbocharged 4.0-litre V8. Set to be launched in the upcoming GLE 63 S and GLS 63 S, it supplements the 604bhp and 627lb ft of the combustion engine with an additional 22bhp and 184lb ft from a gearbox-mounted integrated starter motor similar to that used by the GLE 53 and GLS 53.

GREG KABLE

MERCEDES AND GEELY TIE-UP: WHAT CAN WE EXPECT?

Mercedes-Benz and Chinese car maker Geely have carried out preliminary talks on how the two might co-operate on a series of projects, including future four-cylinder petrol engine and dual-clutch gearbox development, according to senior officials from the German firm.

Geely – which has a 9.7% stake in Mercedes parent Daimler and owns brands such as Volvo and Lotus – cemented operational ties with Mercedes' passenger car division in early 2019, when it agreed to purchase a 50% stake in Smart.

Earlier this month, Mercedes and Geely confirmed they were co-operating on the development of a new Smart SUV. Due in 2022, it is claimed to be among a number of new Smart models set to be made in China by the middle of the decade.

"The initial talks surrounding Smart have led to further internal discussions on whether

it would make sense to operate with Geely in other areas, including engine and gearbox development," a Mercedes source revealed to Autocar at the recent 2020 Consumer Electronics Show in Las Vegas.

At this early stage, the talks are described as being constructed around "exploring possibilities rather than anything concrete". However, with questions surrounding Mercedes' operational alliance with French car maker Renault, the suggestions are that chairman Ola Källenius could move to forge an ever deeper working

relationship with Geely.

Among the areas pinpointed by the Mercedes insider for possible co-operation with Geely are four-cylinder petrol engines and dual-clutch gearboxes for future compact models. These include successor models to today's A-Class hatchback and saloon, B-Class, CLA, CLA Shooting Brake, GLA and GLB.

As well as working with Geely, Mercedes also operates Chinese-based joint ventures with BAIC (Beijing Automotive Industry Corporation) and Shenzhen-based BYD (Build Your Dreams).



Smart, 50% owned by Geely, will facelift the Fortwo this year

UP CLOSE WITH THE FACELIFTED 2020 E-CLASS

"It might not look like it, but it's one of the most comprehensive facelifts we've ever undertaken," says Michael Kelz, laying his hand on the bonnet of the lightly disguised E-Class.

We're stood in a lay-by not far from the pulsing neon heart of Las Vegas in the US, where the project leader for the facelifted E-Class is taking a break from final validation testing to run through the changes made ahead of its Geneva debut this March.

The disguise hides subtle tweaks, including a wider grille, reprofiled bumpers and a reshaped bootlid – but also what Kelz describes as literally hundreds of detailed modifications.

"We've gone through every individual component and asked ourselves if it can be improved," he says. "The biggest individual change is the upgrade to the electrical system. It allows us to add a number of new intelligent driver assistance systems with level two capability and the latest in 'car-to-X' communications. It's now more advanced than the S-Class in certain areas."

That allows the latest MBUX user interface to be

brought into today's large dual-display system (optional on lesser grades), alongside a new touchpad controller, detail trim changes and the return of Avantgarde spec as the base variant.

The prototype we've been riding in is the new four-wheel-drive E450 4Matic. It runs Mercedes' turbocharged 3.0-litre inline six-cylinder petrol engine mated to a 48V mild-hybrid system.

With 362bhp and 368lb ft plus 21bhp and 132lb ft from the electric motor, it boasts tremendously effective low-to-mid-range performance and outstanding refinement.

The big news on the engine front, though, is a new 2.0-litre four-cylinder

M254 unit, replacing the M274. Brought in for Euro 7 emissions rules, it'll also be offered in mild-hybrid and plug-in hybrid form, Kelz says.

On the diesel front, Kelz promises a "more than 31-mile electric range" from an upgraded version of the E300de, which, he says, uses a larger lithium ion battery than before. A version with twice that range, borrowing the 31.2kWh battery from the GLE 300de, will be restricted to the long-wheelbase, China-only model.

The 2020 E-Class's dynamic character won't change substantially, though, with only minor tweaks to improve efficiency on the latest-generation tyres. **GK**



Kelz (far right) tells Kable about the "comprehensive facelift"



New 718 GTS duo get flat six

Porsche Cayman and Boxster gain a 395bhp six-cylinder engine as part of upgrade

Porsche has brought back six-cylinder power to the standard 718 Cayman and 718 Boxster line-up in the form of new GTS 4.0 variants. Priced from £64,088 for the Cayman GTS 4.0 and £65,949 for the Boxster version, they're available to order now, with first deliveries due in March. Replacing the outgoing

718 GTS models, which used a 361bhp 2.5-litre flat-four engine, the new GTS 4.0 has – as the name suggests – the 4.0-litre flat-six engine first introduced on the Cayman GT4 and Boxster Spyder last year. Unlike those track-focused cars, the new GTS models “place particular emphasis on everyday driving pleasure”, Porsche says.

For the GTS 4.0, the engine is detuned from the 414bhp of the GT4 and Spyder to 395bhp, which is produced at slightly lower revs than the peak power of those cars. Torque output remains unchanged.

The quoted 0-62mph time for both the Cayman and Boxster GTS 4.0 is 4.5sec – just one-tenth down on that of the GT4 and Spyder. Top

speed is put at 182mph, a 6mph reduction on the GT4's.

The redline for the GTS 4.0 engine is 200rpm lower than the GT4 motor's, topping out at 7800rpm. However, both new models continue to use the sports exhaust system from the GT4 and Spyder.

The two GTS 4.0 models come solely with a six-speed manual gearbox at launch,

although an automatic option is expected at a later date. Features such as adaptive cylinder control, which shuts down one of the two cylinder banks at low engine load, help the new motor achieve 25.9mpg under WLTP rules, and a CO₂ figure of 246g/km.

The 718 GTS 4.0 models feature Porsche's Active Suspension Management

VW to make record-breaking ID R racer go faster still



ID R set EV 'Ring record, but its lap was 'compromised'

AN UPGRADED VOLKSWAGEN ID R electric prototype is under development, with the focus on honing the record-breaking machine's aerodynamics and drivetrain, Autocar has learned.

Based on a sports prototype, the 671bhp ID R was originally developed for the Pikes Peak International Hill Climb in 2018, where it broke the outright course record.

VW's motorsport arm then developed a low-downforce

aerodynamic package, which the car used to set an electric lap record at the Nürburgring Nordschleife and outright hill record at Goodwood last year.

The Nürburgring developments were largely focused on the aerodynamics of the car, and Autocar understands the top speed – and therefore ultimate lap time – on the Nordschleife was restricted by the energy management required to

optimise battery life for the full lap. The ID R lapped the track in 6min 5.336sec. Although that's an EV record, it's well short of the 5min 19.546sec set by the Porsche 919 Hybrid Evo, a heavily modified endurance racer.

Volkswagen is now looking at a more extensive series of drivetrain and aerodynamic upgrades that could improve the performance of the car. The gains could be substantial

ENGINE UPDATES FOR 3 SERIES, 1 SERIES

BMW has updated its big-selling 320d with mild-hybrid technology that will be rolled out from spring to all 320d variants. Additionally, BMW's 1 Series hatch has gained a new 2.0-litre diesel option and the 318i a 2.0-litre four-cylinder petrol unit.



FORD PAVES WAY FOR HYBRID MPV PAIR

Ford has invested £36.7 million in preparing its Valencia production facility for hybrid versions of the Galaxy and S-Max. The duo will go on sale in 2021, powered by the same electrified 2.5-litre petrol engine available in the new Kuga SUV.





Both GTS 4.0 models can cover 0-62mph in 4.5sec and hit 182mph



Cayman GTS 4.0 costs from £64,088; first deliveries due March

system, which drops the ride height by 20mm over the regular Cayman and Boxster. Also included is a torque vectoring system with a mechanical limited-slip differential, the Sport Chrono Package with active drivetrain mounts, and an upgraded Porsche Track Precision App.

Reining in the standard 20in black alloy wheels is a brake system upgraded from the regular models' and marked

out by cross-drilled discs and red calipers. A ceramic-composite set-up is an option.

Exterior changes for the new GTS pair include dark contrast detailing on the spoiler lip, air intake and lower rear bumper, as well as tinted front and rear light lenses. Inside, there's liberal use of Alcantara, including on the Sports Seats Plus, and a number of personalisation options.

LAWRENCE ALLAN

enough for the car to be given an ID R Evo tag.

Speaking to Autocar after the ID R, running in Pikes Peak spec, set a record on the Tianmen Shan hill in China last year, Volkswagen Motorsport boss Sven Smeets said: "We developed the ID R in nine months and it was made for one project and has been adapted for others.

"We've gained so much information about it over the last year or so and we know that we can do better in several areas. We need time to think about what

to do and how to make the next step with this car."

Volkswagen has committed to pursuing only electric motorsport projects in the future and said this will include further challenges for the ID R. Although there's no word yet on which records might be targeted, they're likely to be focused on key sales markets for the ID model range.

This electric motorsport focus means Volkswagen will stop offering the Golf TCR touring car, but it will develop motorsport projects based on the electric MEB platform.

Geneva debut for Yaris SUV

TOYOTA WILL LAUNCH a Yaris-based small SUV for Europe, with a close-to-production concept set to be displayed at the Geneva motor show.

The as-yet-unnamed model was announced at a Toyota showcase event, where it was revealed that it will use the same TNGA-B platform as the all-new, fourth-generation Yaris supermini that was revealed late last year.

However, the company's European vice-president, Matthew Harrison, promised that it won't be "just a Yaris

with body cladding and raised suspension". Instead, it will be "an entirely new and distinctive B-SUV model" with a "compact, dynamic design and a personality of its own".

Toyota said the name of the model, volume plans and the timing of its introduction will be announced at a later date.

The new SUV will sit directly below the C-HR hybrid in the Toyota line-up and should have slightly larger proportions than the Yaris, in both width and length, as well as the expected taller height and

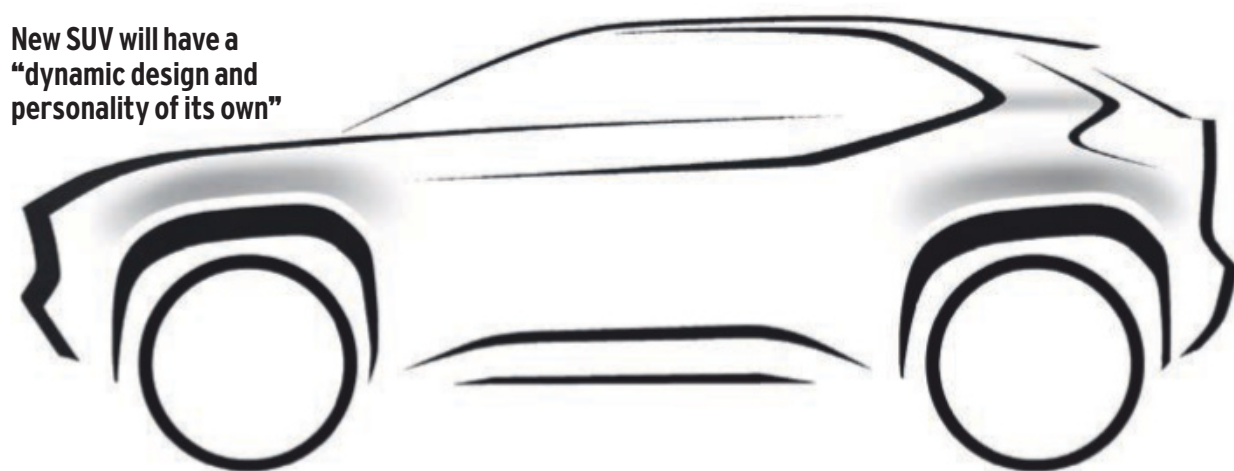
an extended wheelbase.

The new SUV is likely to offer the same powertrain options as the Yaris, meaning a choice of 1.0-litre and 1.5-litre petrol engines as well as petrol-electric hybrid powertrains.

Toyota expects the new Yaris and its SUV sibling to account for almost 30% of its European sales volume by 2025. The latter will face stiff competition from the all-new Nissan Juke, Renault Captur and Ford Puma.

The SUV will be produced alongside the Yaris at Toyota's plant in Onnaing, France.

New SUV will have a "dynamic design and personality of its own"



Hyundai and Kia back UK EV firm

HYUNDAI AND KIA have invested €100 million (£85.4m) in London-based electric vehicle manufacturer Arrival, making it one of the UK's most valuable start-ups.

The Korean car makers plan to build "competitively priced small and medium-sized electric vans and other products for logistics and on-demand ride-hailing and shuttle service companies" on Arrival's scalable EV platform.

This can underpin a range of bespoke EVs across different categories. Its suitability for commercial applications will allow Hyundai and Kia to expand their EV ranges beyond cars, such as the e-Niro and Kona Electric, and reduce the average CO₂ outputs of their fleets ahead of tighter EU emissions regulations in 2021.

Founded in 2015, Arrival has 800 employees working at innovative 'micro factories' in

five countries, building vehicles to order to serve communities in the surrounding areas.

It plans to put its Gen 2.0 EV van, with a 300-mile range and 4.25-tonne payload, on sale in 2021, priced from around £35k.

Arrival CEO Denis Sverdllov said: "We're excited to come out of stealth mode with a globally respected OEM. Our complementary expertise will allow us to rapidly transition to full-scale global production."



Arrival vans have previously been trialled by Royal Mail

JAG I-PACE TO HELP NHS DECARBONISE

Jaguar will lease 700 I-Pace SUVs to Northumbria Healthcare's NHS Fleet Solutions for a three-year period. The Jaguar EV will be used by public sector staff from 200 separate organisations as part of the NHS's drive to reduce its carbon footprint.



TOYOTA SUPRA GETS 255BHP FOUR-POT

Toyota has launched an entry-level GR Supra in Europe. Its BMW-sourced 2.0 turbo four-pot packs 255bhp and 295lb ft for 0-62mph in 5.2sec. It's not coming to the UK for now, while the Supra establishes itself with a larger six-cylinder engine.





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TVR boss Les Edgar has reassured customers in an emailed newsletter



'Slow progress' stalls TVR

New CEO appointed as work on south Wales factory hits problems

The chairman of TVR has disclosed via a newsletter to prospective owners new developments in the project to build an all-new, 500bhp Griffith.

The newsletter, written by Les Edgar and seen by Autocar, was first sent to depositors last month and comes more than two years after the Griffith project was first revealed. Since then, bar promises that work will soon start at TVR's Ebbw Vale factory, all has gone quiet, so the new details will be intended to reassure depositors of the project's progress.

Edgar's newsletter reveals that TVR has now road-registered the original 2017 show car, which is believed to be the only Griffith built so far. The car will hit the road in the coming months for testing and event participation.

The company has also negotiated a deal with Ford to use the latest 5.0-litre 'Coyote' V8, updated to meet EU emissions regulations. It will still feature the Cosworth-developed dry sump and TVR-specific revisions.

TVR has also appointed a new CEO, Jim Berriman, who is best known for his career

at the Rover Group, where he worked on the first Land Rover Freelander and Mk3 Range Rover. He was also a key figure in the rebirth of Rolls-Royce, playing an integral part in the launch of the 2003 Phantom. Edgar said Berriman "brings valuable end-to-end experience of getting new cars off the drawing board, into production and out into market". An as-yet-unnamed CFO has also been appointed.

Significant problems remain, though. Progress on the Ebbw Vale factory has been "slower than hoped" and the building is said to need a new roof.

Edgar said TVR is working with the Welsh government to resolve these issues and get the work under way.

It's understood a number of investors and depositors are growing impatient with the lack of progress. Edgar and Berriman have been approached for comment but neither has responded.

The saga looks likely to run on, and given the time it takes to develop, build and tool a car factory from scratch, don't expect to see more than the one new Griffith on the road for quite some time.

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CONFIDENTIAL

MERCEDES PREDICTS that China's car market will recover over the next five to ten years, despite it dropping significantly in the past 18 months. "It remains the place we see the biggest growth potential," said CEO Ola Källenius. "We haven't experienced a large fall, but for everyone I still see potential for expansion there."

AUDI SPORT ISN'T yet saying whether the next-gen R8 will go electric. Joint MD Julius Seebach said all options were open. For now, it has a strong future in its current generation, not only as a road car but also as a base for the R8 GT3 customer racer that is the most commercially successful GT3 car in the racing world. This makes the future of the R8 a more complex consideration than simply as a flagship road car.



RENAULT MUST emphasise the design of its cars and their high level of technical innovations in order to grow sales, according to Vincent Tourette, who has led the firm's UK arm since 2018. Tourette said Renault's approach had "been a bit hectic" over the past 15 years and that his goal is to create a sustainable future for the firm and its dealer network.

TOYOTA SAYS THE Prius has a strong future even as the industry shifts to full EVs. "We're planning our fifth and sixth-generation hybrid systems and I can see the Prius continuing," said European vice president Matt Harrison. Don't expect the Prius name to morph onto an EV, either; Harrison says it's synonymous with hybrid technology.

ALL-ELECTRIC JAGUAR XJ BREAKS COVER AHEAD OF UNVEILING LATER THIS YEAR

Jaguar will unveil a new-generation, electric-only XJ later this year, and images of the first disguised prototype have emerged. The test mule features a number of revealing details, including a new body shape with a swooping roofline, a long bonnet and a high waistline.

The wheelbase is much longer than that of Jaguar's existing saloons and the track is wider. A 'battery wedge' (space

beneath the floor for an EV's battery pack) is also visible, resulting in the high waistline. It's expected that the new XJ will be revealed in the second half of this year before it goes on sale in 2021.

SPY SHOTS
JAGUAR XJ



AUTOCAR
IMAGE

New model is being
tested beneath Focus
Active Estate bodywork

SPY SHOT
FORD MONDEO



New Mondeo coming in 2021

Tool catalogue published online suggests crossover-style Mk5 model will be a hybrid

Ford will launch an all-new Mondeo in early 2021, a parts tooling catalogue published on its European website appears to confirm.

The document, which dictates the specialist tools that dealers will need to work on upcoming models in Ford's product plan, lists a tool for the rear axle assembly of the "2022 model year Mondeo CD542".

The CD542 model code was originally assigned to the replacement for the Fusion – the North American version

of the Mondeo – before Ford decided to not replace that model directly.

The document appears to reveal that the Mondeo name will live on, while the release date of the tool itself indicates the new model will be launched in the second half of next year.

Perhaps the most interesting revelation in the catalogue is that the Mondeo-specific tool is for the removal of a rear leaf spring. No European Ford passenger car currently uses leaf springs, with the Mondeo having used a far more typical

coil spring set-up for each of its four generations. This seems to suggest that the new Mondeo will feature a transverse leaf spring rear axle similar to that used on models such as the Volvo XC90.

Autocar understands that such a set-up would help save space for packaging a battery pack, likely for a conventional or plug-in hybrid powertrain. The current Mondeo Hybrid loses much of its luggage space due to the battery pack being mounted under the boot floor.

One likely candidate is the

set-up used by the new Kuga PHEV SUV, which combines a 2.5-litre Atkinson cycle petrol engine with a 10.3kWh battery pack and an electric motor to deliver 222bhp and a 34-mile electric-only range.

As first scooped by Autocar last summer (3 July 2019), the new Mondeo is expected to adopt crossover styling cues, although it now looks less likely to be classified as an SUV. Sources close to Ford suggest that it will continue with hatchback and estate bodystyles, despite the on-

trend design influence. Recent spy shots of a development mule, based on a Ford Focus Active Estate with an extended wheelbase, fit this notion.

Although the Fusion name has been dropped for the US market, the next Mondeo is intended to be launched in North America and beyond, unlike Ford's bespoke European models.

In the US, the model is being compared by insiders to the Subaru Outback, a very popular high-riding estate car.

LAWRENCE ALLAN

TOYOTA AYGO WILL REMAIN A EUROPHILE

Toyota has confirmed that the next-generation Aygo will be designed, developed and built in Europe. No date has been put on the new model, which bucks the trend of firms pulling out of the city car segment due to falling profitability. However, Toyota Europe boss Johan van Zyl said the Aygo will continue to be built in Kolín, the Czech Republic, after being designed and engineered in Brussels, Belgium.

The current Aygo is a sibling of the Citroën C1 and Peugeot 108, but no successors are planned for the PSA pair. Toyota will take control of Kolín in 2021 by buying its partner out of the joint venture, but production of the trio is likely to continue for some time after.

A Toyota executive previously told Autocar that the third-generation Aygo could take other, "less traditional" bodystyles, such as a micro-SUV, in order to achieve the required economies of scale.

Next Aygo may
take a strong
SUV influence

AUTOCAR
IMAGE



AUTOCAR
IMAGEGTX models will have
a motor on each axle

Volkswagen ID 4 SUV: first model to get hot GTX badge

VOLKSWAGEN'S FIRST HOT electric car will arrive later this year, it has confirmed.

The inaugural use of GTX – the electric equivalent of the GTI sub-brand – is most likely to come on the range-topping version of the first electric Volkswagen SUV, which was previewed by the ID Crozz concept of 2017.

There will be two versions of the ID SUV: a standard model and a coupé, which are expected to be named the ID 4 and the ID 5. While both models will receive the GTX badge, it's most likely to appear on the ID 4 first.

While the ID 3 hatchback is an obvious contender for the GTX treatment, given Volkswagen's hot hatch heritage, it's thought that a fast ID 4 is more appealing to key markets, including the US and China, and capable of achieving better profit margins in the short term. A performance version of

the ID 3 is planned to be produced later, however.

The ID 4 will be revealed at the New York motor show in April, becoming the second ID production model after the ID 3.

The ID 4 is based on MEB, the Volkswagen Group's bespoke architecture for EVs. In concept form, it used two electric motors for a combined output of 302bhp and 332lb ft of torque and promised a range of 311 miles, thanks to an 83kWh battery pack.

Expect more power from the GTX version but potentially a slightly shorter range, given the demands of a performance model.

This will be a bumper year for hot Volkswagen models, beginning with the unveiling of the new Golf GTI and GTD at the Geneva motor show in March before the new Golf R is shown in the summer.

RACHEL BURGESS

Mk8 Golf GTI will stick with a turbocharged 2.0-litre petrol engine



UNDER
THE SKIN
JESSE CROSSE

LAMBO'S NEW TAKE ON FAMILIAR TECH COULD TRANSFORM BEVs



MIT says its 'supercap' can double the energy density of a carbon-based one.

LAMBORGHINI'S COLLABORATION with the Massachusetts Institute of Technology (MIT) to develop totally new supercapacitor technology for its hybrid supercar powertrains could lead to a major breakthrough in energy storage for battery-electric vehicles (BEVs). If the technology continues to evolve as hoped, it could be an alternative to battery technology and dramatically reduce BEV charging times.

Traditional capacitors are common in electronics and have a variety of uses. One is to act as a kind of electrical reservoir that can accept a charge very quickly and discharge it equally quickly. Typical uses are storing energy for amplifiers to draw on or to smooth out an electrical supply. One application is in a camera flash. The capacitor charges then releases its energy in one go to fire the flash, but it's all over in an instant. That's why today's supercapacitors are useful for buffering power in fuel cell electric vehicles (FCEVs) and hybrids but not for providing the range needed in BEVs.

Unlike a battery, a capacitor is a purely mechanical device and no chemical reaction takes place inside it. That's why it can charge and discharge so quickly. Supercapacitors have been on the radar of FCEV and hybrid producers for a couple of decades now and are simply much more powerful than their smaller counterparts but with a different type of internal structure.

Fuel cell developers recognised their value for providing transient bursts of power for acceleration early on, because this is something that fuel cell stacks don't handle well. The ultracapacitors (similar thing) of Honda's FCX-V4 – the first FCEV certified for general sale in the US, back in 2002 – could knock out 30kW of electrical energy but for only 10-15sec.

With that kind of capacity, existing supercapacitors are no substitute for a battery, but that could change in the next few years, and it's to do with the choice of materials used to make them. All supercapacitors currently contain carbon-coated electrodes, but Professor Mircea Dinca and his team at MIT have come up with a new class of materials, which go by the name of metal-organic frameworks (MOFs), as an alternative. These are porous

like a sponge, the labyrinthine structure of which has a much larger surface area for a given mass and volume compared with the carbon normally used in supercapacitors. The bigger the surface area, the more energy the supercapacitor can store.

The downside is that MOFs are normally poor conductors of electricity, the opposite of what's needed for supercapacitors, but that's where the MIT researchers have made a breakthrough. Their new MOFs are electrically conductive, which, in combination with the large surface area, opens up possibilities for increasing the energy density of a supercapacitor. So where supercapacitors are already power dense, they could also become energy dense like a battery.

MIT's current MOF generation is just a starting point; it's hoped that the surface area can be significantly increased. This could lead to a supercapacitor with storage capacity close to that of a battery but also the spectacular power performance of a supercapacitor that can be charged extremely rapidly.

E-AXLE: A SIDEWAYS GLANCE

In 1983, Xtrac, then a fledgling motorsport transmission company, developed a unique hydraulic four-wheel drive system for the 560bhp Escort of rallycross champ Martin Schanche. Now it has announced an e-axle for use in the 2021-2024 World Rallycross Championship. The single-speed e-axle can be used with motors of up to 335bhp. It has semi-dry-sump lubrication and a ramp-type limited-slip diff and weighs just 21kg. Two will be used per car to give four-wheel drive.



New tax rules could accelerate uptake of electric cars



EVs set for April BIK rule boost

Onerous new company car tax rules are set to drive an electric vehicle sales boom

The electric car revolution is poised to hit the UK this year, but not because of purchase grants, green-shaming or European Union regulations. Instead, the expected sales boom is set to be driven largely by a change to company car tax regulations.

After the upcoming changes were announced in July 2019, sales of EVs doubled in the second half of the year compared with the first half, according to figures from the Society of Motor Manufacturers and Traders (SMMT). Business lease firm Alphabet reported a 165% rise in orders for plug-in vehicles.

The UK's company car market is big business. Up to the end of November last year, 53% of cars sold went to fleets, SMMT figures show. Company cars aren't free; they are a heavily taxed perk and, since 2002, the government has pegged the rate of duty to the car's official CO₂ emission figure. That move forced drivers out of thirsty petrol-engined cars and into more frugal diesels as companies sought to reduce the tax burden on their employees.

This year, however, the focus switches to plug-in cars.

From April, people who choose electric cars will pay 0% company car tax: nothing at all.

"The fleet sector has a lot of pent-up demand, and this tax incentive could lead to a big surge in EVs," said Gerry Keaney, chief executive of the British Vehicle Rental and Leasing Association (BVRLA).

Simultaneously, company car tax will for the first time be calculated using the CO₂ figures generated by the new, tougher Worldwide Harmonised Light Vehicle Test (WLTP) regime. In short, the government is offering a huge, juicy carrot for drivers choosing electric and plug-in hybrid cars, and an extra whack of the stick for staying with conventional diesels or petrols.

How all this is worked out will already be familiar to company car drivers. The tax, known as benefit-in-kind (BIK), is expressed as a percentage of the car's list price. For example, a Vauxhall Astra 1.2 turbo petrol with CO₂ measured at 99g/km currently falls into the 23% tax band. That figure is further modified by the employee's salary tax band, so those who earn more, pay more.

To give an idea of how generous the new tax rates will be, the driver of a Nissan Leaf EV currently pays between £871 and £1960 in company car tax, depending on their salary. From next April it falls into a 0% tax band, meaning they'll pay nothing. That generosity from the government lasts only



Hyundai has upped Kona supplies

a year, but the following tax year the Leaf bill rises to just £54-£122, then £109-£245 the year after that (company car taxes rise annually with the same inevitability as rail fares).

It's even more striking when you compare the figures for EVs against combustion-engined cars. While a Tesla Model S costing £97,700 will attract a 0% company car tax from April, a slightly cheaper

Mercedes-Benz S450L AMG Line will cost the driver a whopping £13,116 a year in tax.

Preparations are under way. Hyundai, for example, has revised its EV range and is making sure cars are available. EVs such as the Kona small SUV have been in short supply, but that will change by April.

"We expect there to be a surge for our fully electric vehicles and we will be seeing greater availability of those models this year and beyond," said Ashley Andrew, managing director of Hyundai Motor UK.

Businesses are also revising their electric vehicle policies, some radically. Consulting and IT firm Atos, for example, now offers electric cars only to any new employee signing up



£97k Model S attracts 0% company car tax



S450L driver will shoulder a £13k tax burden

Bosch claims it could launch an autonomous car tomorrow

BOSCH BLAMES THE delayed roll-out of autonomous vehicles on a jungle of red tape and a wave of consumer scepticism rather than the limitations of the systems.

The German supplier's senior vice-president of automated driving, Kay Stepper, told Autocar that its engineers have already cleared the technological hurdles.

"We need to differentiate between technical and non-technical problems," he explained at CES. "At the moment we can honestly say from the technological, hardware and software sides that we have what we need to roll out [autonomous technology] tomorrow.

It's here. Yes, we have much more testing and validation to do and more refinement to do, but we're there."

Despite this, no self-driving cars are available commercially in 2020.

"The major obstacles are the non-technical ones, like the regulatory framework in different regions," said Stepper. "It's very different in Europe than in China or the US, and that will very much impact the timing of the roll-out." Stepper added that American lawmakers cast the technology in a more favourable light than others.

Consumer acceptance is another hurdle that Bosch, its partners and its rivals need to collectively clear.

"I'm excited about autonomous driving, and many of our customers are, but not everyone is," Stepper pointed out. "There's a good level of animosity in parts of the population. Some have a hard time accepting this as an everyday reality."

Stepper believes self-driving vehicles will hit the road by 2025 but they won't be ubiquitous. He identified ride-hailing services and commercial haulage as the likeliest areas of application.

It will take more time for a firm to sell the public a car without a steering wheel or pedals. The industry will get there, Stepper believes, but he stressed that Bosch's goal isn't to make driving illegal.



Bosch revealed an autonomous shuttle concept at CES in 2019

to its company fleet scheme.

Charge point firm Pod Point, meanwhile, has reported "record" demand for installations at businesses over the past six months. "With the BIK change, we expect to see a massive increase in company car drivers going electric. It's going to turn the industry on its head," Pod Point CEO Erik Fairbairn said.

It won't all go smoothly. The BVRLA's Keaney points out that a surge in demand can only come if there are enough EVs available on the market. One Atos employee, who wanted to remain anonymous, grumbled that delivery times for new electric cars were so long that the policy had in effect imposed a ban on company cars.

Some companies, however, don't offer their employees the option of an electric car. Sometimes this is because they have a deal with just one manufacturer, which

might not yet sell an EV. For example, Serco and Capita, both service companies, only use Ford, which won't have an EV available until the (pricey) Mustang Mach-E arrives late in the year.

Sticking with combustion-engined cars, however, is set to get more costly. Switching to the WLTP method of calculating CO₂ for tax bands means that an Astra 1.2 jumps from its 99g/km emission figure to 119g/km. After some pressure, the government adjusted the bands to account for the WLTP jump, but our sample Astra still goes from a 23% band to 26%, costing drivers more. "The reduction in rates for two years is unlikely to compensate drivers fully for the increase in emissions," said Caroline Sandall, chairman of fleet industry pressure group ACFO. She also pointed out that because of December's general election, the changes

haven't yet been made law.

The changes also benefit plug-in hybrids, fleet sales of which have exploded since the July announcement. SMMT figures show that in the second half of last year, three out of four of new PHEVs sold went to fleets. The new tax rules benefit longer-range plug-in hybrids. For example, the new BMW X5 xDrive45e, with an electric range of 54 miles, will fall into the 6% tax band from April, rather than the 12% band it would have been in if BMW had stuck with the previous version's 20-mile range.

Of course, what the government gives it can also take away. After April 2023, it will have the power to create new tax bands. By that time, however, the temptation of cheaper motoring will have persuaded thousands of company car drivers into switching to plug-ins.

NICK GIBBS



Damien Smith

RACING LINES

Leclerc is known for humility, in contrast to rival Verstappen



CHARLES LECLERC SAID he "still has a lot to learn" from Sebastian Vettel when he visited the UK earlier this month. The 22-year-old has a new deal to stay at Ferrari until the end of 2024, one that presumably will make him an immensely wealthy man. But he remains genuinely humble in his approach to superstardom in Formula 1 and, according to those who know him best, that's unlikely to change.

Spiky and irreverent Max Verstappen is something of a contrast. The Dutchman, also 22, is heading into his sixth F1 season with his own newly minted contract that should keep him at Red Bull until the end of 2023. I say 'should', because such contracts always tend to include performance clauses that allow drivers to walk away if teams fail to deliver on competitive parameters. As in football, contract terms aren't always seen through to their originally specified end.

Still, Ferrari's and Red Bull's moves to tie down their young aces so early in the new year can only be viewed as masterstrokes. At least one seat, possibly two, depending on Lewis Hamilton's intentions beyond this year, could be available at Mercedes-AMG for the 2021 season – and speculation surrounding

Verstappen in particular was swirling. The new deals nip such talk in the bud, secure the teams the most exciting 'new-gen' talents on the grid and save them all from a lot of distraction.

Nobody saw these deals coming so early, and given Mercedes' title dominance in this hybrid era, both suggest a great deal of faith in Ferrari and Red Bull from their drivers. All-new chassis technical rules come into play next year, offering a golden opportunity for a shake-up in the competitive order, while Verstappen's decision hints that he must have some guarantee that engine supplier Honda is in it for the long haul – although car makers can never be fully trusted when it comes to F1. As I've said before, it's a budget line that's all too easily cut.

For now, Verstappen and Leclerc have taken much of the wind out of the 'silly season', but there might still be further gusts in the months ahead. Vettel's future is in even greater doubt, despite Leclerc's personal respect for the four-time champion – and the new deal doesn't necessarily end Hamilton's flirtation with Ferrari. At 35, taking on a young firebrand in a new team would be tough – but with Hamilton, you never know. Stick or twist, Lewis?

“Tying down Leclerc and Verstappen so early are team masterstrokes”

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Ghosn took Nissan from near bankruptcy to profit in two years

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Who is Carlos Ghosn and why is this saga going to run and run?

We look at the rise and fall of multimillionaire former Renault-Nissan-Mitsubishi chief

The Great Carlos Ghosn Saga looks set to run throughout 2020. His dramatic undercover escape from Japan while awaiting trial for multiple charges of financial misconduct was like something from a Hollywood film, and his subsequent explosive press conference from Beirut (see News, 15 January) was bizarre and revealing in equal measure.

In many ways, the gripping events reflect the explosive

career of Ghosn himself, who worked his way up to become one of the most powerful, colourful and charismatic figures in the global car industry, heading an empire employing 470,000 people and building more than 10 million cars per year at 122 factories.

As with many of the most driven individuals in this industry, Ghosn had humble beginnings. He enjoyed his first business success working for French tyre maker Michelin,

rising from working on the factory floor in France and Germany to become its CEO for America after 18 years. He joined Renault in 1996, where he quickly earned the nickname 'Le Cost Killer' for his ruthless cost cutting, including factory closures and job losses, to help turn Renault around.

But Ghosn acquired the new name 'Mr Fix It' when he was sent in to Nissan in 1999 after

Renault purchased 43% of the Japanese company, which was facing bankruptcy.

Ghosn's plan was to produce

one of the most breathtaking turnarounds in any industry, which helped Nissan go from the brink of ruin back to profitability in just two years.

In the process, he became the first non-native-born person to run a Japanese car company, and even though his plan involved closing five factories and cost 21,000 jobs at Nissan, he was seen





The Renault-Nissan Alliance has 122 plants



within a few years as a business messiah in Japan.

Ghosn enjoyed near-hero status for years: in 2001, his life was serialised in a Japanese cartoon comic book and in 2011, he was voted the seventh-most-popular choice in a poll about who should run the country.

Success followed success as the Renault-Nissan Alliance became a major player in the global car industry and, in 2007, Ghosn led the alliance into the mass-volume, zero-

emissions electric car market. He was a pioneer of the electric car way ahead of his opposition with the Leaf, first built at Nissan's Sunderland plant in 2010 and going on to be the world's best-selling EV. His ambition was to see a pure-electric motoring world.

Ghosn appeared obsessed with growing his empire, and the Alliance bought a share of another ailing Japanese car company, Mitsubishi, in 2016 following Renault's purchase

Ghosn sold the Renault F1 team in 2010 after two titles but was the architect of its return in 2016



of Russian car manufacturer AvtoVAZ (which owns the Lada brand) in 2014.

By 2017, the Alliance had broken the 10 million-per-year car production barrier and Ghosn tried to add another partnership, with Fiat Chrysler Automobiles, in 2018. That failed to come to fruition after he was arrested, with FCA later forming an alliance with arch-rival, the PSA Group.

As his empire grew, Ghosn became more autocratic, say those who worked with him, and he developed expensive tastes that included luxury homes in Beirut, Rio de Janeiro and Paris. (He's a national of Lebanon, Brazil and France.) He celebrated the 15th anniversary of the Alliance at the Palace of Versailles with an event held on the day of his 60th birthday and estimated to have cost €635,000 (£542,000 at current rates), and later held a lavish, Marie Antoinette-themed reception for his own wedding at Versailles.

His salary became the source of constant wrangles, especially

His increasingly autocratic style is believed to be what turned key figures inside Nissan against him

with the French government, which holds a majority stake in Renault. In 2017, he was paid \$17 million (£13m) in salary, share options and bonuses, and shareholders voted against his salary increase in 2018.

Ghosn said in his autobiography: "A boss has to have 100% freedom to act and 100% responsibility for what he does. I will never accept any interference."

His move to fully merge Nissan and Renault and his increasingly autocratic style is believed to be what turned key figures inside Nissan against him, leading to the secret investigation into his financial affairs that led to him being jailed and charged.

Ghosn had been due to appear for trial in Japan this April on multiple charges that he had engaged in personal use of company money and that he

under-reported his income in violation of Japanese law.

Although Ghosn has said he is ready to stand trial "anywhere where I think I can have a fair trial", his escape to Lebanon, which has no extradition treaty with Japan, is where he is likely to stay in the immediate future.

The Lebanese judicial prosecutor is expected to meet Ghosn to discuss the situation, which now includes a red notice issued by Interpol for his arrest and a law in Lebanon banning travel to Israel, which he has done in the past.

Meanwhile, the Tokyo prosecutor's office, responding to Ghosn, said: "His allegations ignore his own conduct, and his one-sided criticism of the Japanese criminal justice system is totally unacceptable."

Nissan called his escape and subsequent comments "extremely irresponsible". The company said an internal investigation found "incontrovertible evidence of various acts of misconduct by Ghosn, including misstatements of his compensation and misappropriation of the company's assets for his personal benefit".

So, the extraordinary case of Carlos Ghosn is set to continue, and few would bet against his amazing story becoming a Netflix blockbuster.

KEN GIBSON

Nissan was ahead of the EV curve with the Leaf, thanks to Ghosn



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Steve Cropley

MY WEEK IN CARS

Adrian Hamilton curates an astonishing collection of classic racing cars



WEDNESDAY

Amazing afternoon. Last year, I missed an elaborate bun fight for 600 guests staged by top-drawer classic car dealer Adrian Hamilton, to reveal a new Hampshire HQ for 30-odd priceless Gulf-liveried race cars he'd spent a decade collecting for energy billionaire Roald Goethe. It was an event of global significance and I was depressed to miss it. Somehow Hamilton remembered, rang a few weeks back with an invitation, and this afternoon I went.

Hamilton, son of legendary 1954 Jaguar Le Mans winner Duncan, is famous in his own right. Forty-nine years ago, Adrian took over and greatly expanded his father's car-search business and has since delivered more Ferrari 250 GTOs and Ford GT40s to new owners than anyone will ever do again. At his generous and well-ordered woodland place, cars are organised into the 33-strong Rofo Collection (including two long-tail Gulf McLarens, a Porsche 917 and a lovely old Merc transporter) and Hamilton's own 'shed' of cars for sale (Alfa GTAs, prime Lotuses and Porsches, a Jag XJ220), which to my eye was almost as enticing. It's one of the wonders of the world, this place, and I've invited myself back.

Glen's holiday spot evokes simpler motoring times



Ferrari invests £500,000 in apprentices annually

THURSDAY

There's one sure way of spending your life with evocative machines without owning them: be the one who keeps them percolating. I'm delighted to see the UK's Ferrari dealers taking a new, co-ordinated approach to apprentice recruitment by staging open days for new prospects early next month, to decide on a full-time intake in September. Ferrari invests more than £500,000 in apprentices annually. Full details of the nine participating UK dealerships are at ferrariapprenticeship.co.uk. If you're interested, don't delay. Competition will be cut-throat.

SATURDAY

End of a challenging week and we're in the local market place. Bloke in a well-used Land Rover Disco 2 V8 stops to talk about Gloucestershire's pothole epidemic and the impossibility of curing it

– a subject I raised last week. He, like others, sees the state of the roads as justification for sticking with his SUV. "Drive a steel-wheeled Disco and remove pothole worries from the list of your concerns," he says. "You're high enough up to see them coming and you'll love the peace of mind."

SUNDAY

At a moment of history when practically every aspect of car discussion carries angst, a ray of sunshine arrives unbidden. Mr Glen Smith, clearly an enthusiast with finer feelings, sends me a charming picture of a Renault 4, complete with honest toiler's towbar, spotted while on holiday in Andalusia. He has no special reason; he just likes the car's connection with work and a simple life and thinks I will too. And he's right.

MONDAY

The decision over my cars in months to come is made: I'll first be in a new 1.2-litre, 100bhp Vauxhall Corsa before taking on the electric version. For those who judge significance on size and price, this may seem a come-down from my faithful, mastiff-like £58,000 VW Touareg – a friend in all things these past months.

Yet I know I'm going to enjoy the Vauxhall. You've probably heard me too often already on the do-everything qualities of superminis, built for nothing to be as capable as anything on the road. Drive one and you're savouring the best the industry can offer. More than that, Corsa is a big deal for Vauxhall, whose ambition I admire. And for the first time, I'll move straight from a conventional car to its direct electric equivalent. New Rules Britannia, indeed.

AND ANOTHER THING...

No one north of the equator loves UK farm shops as much as I do, so this latest Sawday tome, a magnificent 450-page collection the Steering Committee found for my birthday, is a special prize indeed. I'm smelling the coffee already...



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✉ steve.cropley@haymarket.com [@stvcv](https://twitter.com/stvcv)

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FIRST DRIVES

NEW CARS TESTED AND RATED



TESTED 13.1.20, WALES ON SALE NOW

BENTLEY CONTINENTAL GT V8

Conti GT arrives in the UK with a V8. Could it be even better than the W12 flagship?

Ask Bentley's people what this car represents and they'd probably tell you it is the entry point to the Continental GT range, a way of immersing yourself in the deep waters of Bentley design without getting entirely carried away and going for the full-fat W12 version. Because 12 cylinders are clearly better than eight and, by the same reasoning, six litres must best four. Surely?

Well, we'll get to the rights and wrongs of that in a moment. In the meantime, what you're really looking at is Bentley's purest take on the GT theme. It's about as abused an initialism as exists in the automotive canon, especially if you allow it to be extended to 'GTT', but this is Bentley's take on the original concept: an expensive and exclusive luxury car (which is the 'grand') designed for doing enormous distances without apparent strain either on itself or its occupants (which is the 'touring').

To that end, it deploys the

aforementioned 4.0-litre twin-turbo V8, taking it with a 542bhp power output, which is just 10 fewer horses than had the original 6.0-litre Continental GT in 2003. Then again, it's still a little frustrating to know that the same engine has another 50bhp when fitted to the Audi RS6, which costs less than two-thirds as much. Some may even lament the fact that, with a little hybrid assistance, this engine can produce up to 670bhp and does so in the Porsche Panamera, which, lest we forget, sits on the same platform as the Bentley. I'm not one of them because, in my experience, the Porsche loses far more because of the enormous additional weight of the hybrid drive than it gains in pure punch, so I'm just putting it out there.

Otherwise, things are as expected. The engine removes a useful 50kg from the nose of the W12 Continental GT and the suspension has been tuned to reflect that fact, not to make it any more or less sporting.

I last drove this car on the

international launch in California and, on jobs like that, as you wax lyrical about how well the car rides, there's always a nagging doubt lurking in the back of your mind, because you can drive cars that behave one way on sun-kissed,

super-smooth roads chosen by their manufacturers and quite another when forced to deal with the somewhat harsher reality of the British road network.

No need to have worried this time. I drove it up a Welsh mountain



Don't be misled by the skinny sidewalls: the ride is good, even on UK roads



TESTER'S NOTE

Dual-clutch gearbox works really well in this and, indeed, the W12 Conti GT – less so in the Flying Spur, which sits on the same platform. Good for a GT but not for a limousine. **AF**



Its Aston rival is more engaging, but the Bentley's balance of comfort and handling is hard to fault



Cabin exudes a powerful sense of solidity and quality, but some will lament the loss of analogue dials

“
This is not just a fabulous car,
but a great Bentley, too
”

because I could, and both the primary and secondary ride were as good as anyone could reasonably expect of a car like this. Nothing similar in my experience comes even close.

It does feel a little more exposed in its handling, though. It's still highly capable, generates impressive grip and has well-gearred, well-weighted and commendably accurate steering. But you do notice the sheer size and heft of car more here than there. Its closest rival – the Aston Martin DB11 AMR – is a car you feel you can lob at a corner, knowing it will have the balance and agility for any ensuing slide to be swiftly sorted. The Conti V8 is a car that's best kept within its broad limits, and if that means

a dimension of driving pleasure is denied a certain sort of fairly rare customer, many will think it a price worth paying for the superlative comfort it provides instead.

And few, surely, will quibble with either the performance available from the engine or the way it is delivered. Knock the central controller into Sport (or just choose loud exhausts from the individual settings) and every press of the throttle becomes a rumbling, thundering event. Turn it off and the car is limousine quiet.

Even so, there is stuff not to like in here: I wish it still had analogue dials, the switchgear on the centre console is far too cluttered and why

anyone would pay thousands for a revolving dashboard panel whose only purpose beyond the theatrical is to provide information you either already have or for which you have no use is completely beyond me.

But none of that clouds the fact that this is not just a fabulous car, but a great Bentley, too. Greater even than its W12 sibling? To me, there's no question. For a tiny dent in performance, you have an engine that sounds twice as good in a car that's better balanced, goes further on a tank of fuel, will make you feel slightly less like an environmental criminal and will save you a five-figure sum when you buy. No, it's not as fun to drive as a DB11, but if what you're after is just the world's finest traditional grand tourer – a car that is as fast as it is quiet, as comfortable as it is deft and feels as well built as a mass-produced car ever could – the Continental GT V8 is where the standard is set. And it will take something extraordinary to beat it.

ANDREW FRANKEL
@andrew_frankel



BENTLEY CONTINENTAL GT V8

Peerless traditional GT. Refined, sophisticated, rapid and effortless. Better than the W12 version, too



Price	£151,800
Engine	V8, 3996cc, turbocharged, petrol
Power	542bhp at 5750rpm
Torque	568lb ft at 1950rpm
Gearbox	8-spd dual-clutch automatic
Kerb weight	2194kg
Top speed	198mph
0-62mph	4.0sec
Economy	23.9mpg
CO₂, tax band	268g/km, 37%
RIVALS	Aston Martin DB11 V8, Mercedes-AMG GT 63 S 4dr



TESTER'S NOTE

Feeling some plug-in range anxiety? 'eSave' mode forces the battery to keep its charge, while 'B' increases the regenerative braking to help top it up. **DR**



TESTED 16.1.19, SPAIN ON SALE NOW

PEUGEOT 508 HYBRID 225 GT

Peugeot prepares for company car tax shake-up with plug-in compact exec

This is the plug-in hybrid version of the Peugeot 508, which we've driven before in prototype form. Since then, the final touches have been made in time to reach UK driveways, near enough coinciding with the revised company car tax bands that are set to benefit new plug-in hybrid drivers from April.

The car has a 1.6-litre petrol engine producing 178bhp and a 108bhp electric motor on the front axle, with a total system output of 222bhp. It's part of Peugeot's plan to offer electrified variants of every model by 2025, and you can get the same hybrid treatment in the 508 SW estate version.

As with other plug-in hybrids, the claimed economy figures sound ridiculous even on the more 'realistic' WLTP test cycle. Officially, it's said to achieve between 166.2mpg and 235.4mpg, but you've more chance of the Peugeot badge sprouting wings, liberating itself from the bonnet and slapping you around the face. On our test route it was closer to 40mpg. Once the battery is depleted it will be lower still, and to recharge it takes

two hours from a 7kW charger – but you'll have to pay extra to be able to charge at that speed. Stingy, right? Otherwise, it's seven hours from a three-pin plug or four hours from a type 2 charger with a mode 3 cable, and rapid charging isn't available.

The more salient figure is the pure-electric range, said to be 33-39 miles. Again, a little optimistic for the real world, but even if – as we suspect – it's closer to 30 miles, it's still long enough to electrify many commutes.

And then, of course, there are the CO₂ emissions. A lab test score of 29g/km will certainly appease the company car tax gods. The reshuffled benefit-in-kind tax bands kicking in on 6 April will mean running a 508 Hybrid as a company car can cost you half as much as a 1.5-litre, 150g/km petrol-engined Ford Mondeo.

Start the car and, as long as there's enough charge, it'll buzz off in pure-electric mode. From that point on, you get the pleasant quietness and zippy acceleration you'd expect, until the battery runs out or you enthusiastically squeeze the throttle, at which point the engine kicks

in. The transition between power sources isn't totally seamless but neither is it jarring or irritating. It's the gearbox that frustrates more when you're asking for urgency. In kickdown it can hunt around for a gear, but in more relaxed circumstances it shifts without fuss.

When it does decide on a gear and shoots off down the road, the 508 builds pace smoothly and swiftly. It's joint quickest in the 508 line-up alongside the 2.0 BlueHDi 180, but it's swift rather than dramatic.

Sweep through some bends and you notice the added mass – it's almost 300kg heavier than the lightest 508. But it doesn't detract too drastically from the 508's athleticism, still feeling pretty agile and happy to change direction quickly, with smooth and precise steering. And the weight, similarly, hasn't had a ruinous impact on the ride. There's still some noticeable fidget to it, but it flattens out nicely on the motorway, where it becomes a pleasant place to eat up the miles.

Compromises inside compared with the non-hybrid? None – apart

from the fact that you can't have a spare wheel. Otherwise, it's a nicely finished cabin with decent materials and even a helpful place to store a charging cable under the boot floor.

But while it can make sense as a company car, goodness me the list price is punchy. A top-spec Peugeot 508 Hybrid GT comes in at £40,000. Consider that the outstanding BMW 330e M Sport costs the same, while the more spacious Skoda Superb iV and the more comfortable Volkswagen Passat GTE are also available, and the case for the 508 recedes. A compelling company car choice compared with a petrol or diesel rival, but not so impressive against its immediate plug-in rivals.

DOUG REVOLTA

@dougrevolta

PEUGEOT 508 HYBRID 225 GT

Swish looks, clear tax benefits and a good electric range, but rivals drive better and the list price is high



Price	£40,630
Engine	4 cys, 1598cc, turbo, petrol, plus electric motor
Power	222bhp (178bhp petrol, 108bhp electric)
Torque	266bhp (184lb ft petrol, 249lb ft electric)
Gearbox	8-spd automatic
Kerb weight	1720kg
0-62mph	8.3sec
Top speed	155mph
Economy	235.4mpg
CO₂, tax band	29g/km
RIVALS	BMW 330e, Skoda Superb iV, Volkswagen Passat GTE



The 508's PHEV hardware adds 300kg, which can be felt in bends; cabin has a classy feel

TESTED 15.1.20, POWYS ON SALE NOW

ALPINE A110 S

Five-star sports car gets extra 40bhp and firmer suspension



You might imagine the only question that really needs answering is whether the new Alpine A110 S is better to drive than the basic A110 of five-star road test fame.

Initially, it seems that this is very much Alpine's intention. The S moniker, the 40bhp power bump, the firmer, shorter springs and stronger anti-roll bars, the larger brake discs and wider tyres are all exactly the sort of things that manufacturers do when they want to make a model quicker and, as they always tell us, even better to drive.

However, the official line is that this A110 S, driven here in the UK for the first time, is simply another version of the A110 and one better suited to track days. Nothing more, nothing less: there is no hierarchy. Alpine says the original A110 turned out almost exactly as it intended, so

it didn't need to introduce a more serious version in order to flush through any improvements.

It even expects the slower car to outsell the S by three to one, which seems surprising given the £56,810 asking price for the A110 S is only £7000 more than you'd pay for a comparably equipped A110. For the record, the car you see here also has £2208 worth of carbonfibre roof and £936 of forged Fuchs wheels. Along with other options, it comes out at £63,000 – about the same as the newly resurrected flat-six Porsche 718 Cayman GTS.

Bluntly, those two-thirds of A110 owners will be better off. The steering of the A110 S may be usefully more direct, and you're far less likely to ground the diffuser vanes when these little mid-engined machines are at their wonderful best, elegantly taking apart B-roads, but

the firmer suspension diminishes the outstanding fluidity that is arguably the A110's defining characteristic. As a result, it's not quite as benignly playful near the limit.

The difference isn't all that subtle, either, and while the A110 S does eventually gel beautifully, the energy needed to get the chassis into its sweet spot doesn't so much require you to flirt with the speed limit, as is the case with the regular model, but leave it in tatters.

So the A110 S is less tolerant of half measures when you're out for fun, and its long-range road manners are inferior to those of its 'lesser' sibling, making it less usable day to day.

It's still a brilliant sports car, just one that's clearly intended more for track work than road pleasure – exactly like Alpine said.

RICHARD LANE

[_rlane_](#)

ALPINE A110 S

Gains power and handling precision but isn't quite so beautifully rounded as the regular A110 on the road

★★★★★

Price	£56,810
Engine	4 cyls in line, 1798cc, turbocharged, petrol
Power	288bhp at 6400rpm
Torque	236lb ft at 2000-6400rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1114kg
0-62mph	4.4sec
Top speed	161mph
Economy	43.0mpg
CO₂, tax band	146g/km, 33%
RIVALS	Porsche 718 Cayman GTS, Toyota GR Supra



The A110 S has more direct steering but isn't as playful to drive



FORD PUMA 1.0 ECOBOOST MHEV 125 TITANIUM

Price £20,845 On sale Now

What's new? Entry-level mild-hybrid turbo petrol version of all-new Nissan Juke rival

WE KNOW THE new Puma raises the bar for driver entertainment in the compact crossover class, but we've previously driven only the most powerful (152bhp) ST-Line with its more focused suspension.

The good news is that a lower list price doesn't mean less talent. The small electric motor's helpful torque fill makes the thrummy 123bhp three-pot feel just as quick, while the slightly softer set-up delivers a cracking compromise between comfort and control; few rivals have such sophisticated-feeling damping.

The steering is light and accurate, while the agile car pivots around your hips and has genuine throttle adjustability. And with a neatly designed interior, a big boot and miserly running costs, the Puma is as family-friendly as it is fun. **JD**

★★★★★



VOLKSWAGEN T-ROC R

Price £38,450 On sale Now

What's new? First R-badged SUV since 2008's Touareg R50 has big boots to fill post-Golf R

THERE'S SOMETHING YOU should know about Volkswagen's 296bhp, four-wheel-drive crossover: with an optional extra or two, it costs more than £40,000. That's more money than the now off-sale Golf R Estate, and yet the T-Roc doesn't feature VW's latest interior design and neither does it better the older estate's performance or practicality. In other words, it's quite expensive – but it's also very good.

With optional adaptive dampers the T-Roc R cruises effortlessly, but show this chassis a wet B-road and it will do remarkable things, albeit in that characteristically clinical Volkswagen manner. One can't help but like it. Whether you'll ever truly love it is another matter. **RL**

★★★★★

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Vauxhall Corsa

Do PSA Group mechanicals herald a new era of success for the fifth-gen supermini?

MODEL TESTED 1.2T 100 ULTIMATE NAV AUTO

Price £25,990 • Power 99bhp • Torque 151lb ft • 0-60mph 11.2sec • 30-70mph in fourth 12.7sec • Fuel economy 41.6mpg • CO₂ emissions 99g/km • 70-0mph 60.7m

If you've ever toiled for nothing, you'll understand the predicament in which Vauxhall and sibling Opel found themselves in November 2017. By then, a heavily refreshed Corsa was three years in the making and ready to go in engineering terms and, despite a prognosis for slowly declining commercial success, it was expected to make a decent splash.

Then the PSA Group – French manufacturing giant and owner of Peugeot, Citroën and the reborn DS – bought Opel-Vauxhall from GM for £1.2 billion and the decision was made to ditch the Astra-platformed model, which had already been more or less signed off, and instead build a new new Corsa on the CMP platform due to underpin the Peugeot 208 and DS 3 Crossback. The project's chief engineer, Thomas Wanke, insists it was an easy decision to make.

So here, then, we have the first Corsa to use a truly modern French skeleton and PSA-sourced vital organs, all developed from the ground up in less than two years.

Getting it to market in such a compressed timeline has been some achievement. But Vauxhall knows the effort has been worth it, because a platform that is more rigid and lighter and can take a broad range of powertrains was absolutely needed in order for the Corsa to raise its game in the face of stiffer rivals. Where, then, does all that leave this latest model in a field that includes the accomplished new Renault Clio and the sharp-handling Ford Fiesta and Seat Ibiza? Let's find out.

DESIGN AND ENGINEERING



The development took place at Opel's engineering base in Rüsselsheim, Germany, but this second stab at a fifth-gen Corsa is being built in Zaragoza, Spain, at what has been the model's production base since 1982.

It's noticeable from the outgoing Corsa that the PSA modular platform is married to a bodyshell whose cab-rear, two-box silhouette is, in the words of one Vauxhall engineer, considerably less van-like than before. It's no surprise that this car resembles the new Peugeot 208, and the dimensions for the two are similar, the Corsa being 39mm longer but 48mm lower and a scant 1mm narrower than its predecessor. Overall, it's elegant if understated, with some eye-catching creases and a shallow but pleasingly broad headlight and grille graphic. It's attractive but not enough to steal the 208's limelight, which is probably how the PSA Group will have wanted this particular game played.

We at Autocar have long wanted more efficient powertrains for the Corsa, and that's what we now have. The big seller in the engine line-up is likely to be PSA's 1.2-litre petrol triple, available with either 74bhp (naturally aspirated) or 99bhp (turbocharged). Each has a

Range at a glance

ENGINES	POWER	FROM
1.2	74bhp	£15,500
1.2T	99bhp	£16,350
1.5D	101bhp	£17,560
Corsa-e	na	na

TRANSMISSIONS

5-spd manual
6-spd manual
8-spd automatic ■

Until the electric Corsa-e arrives, UK customers have a choice of two petrol engines and a sole diesel. The entry-level 1.2-litre PSA Group three-pot develops just 74bhp but, with the addition of a turbocharger, this increases to 99bhp. A more powerful petrol engine, with 129bhp, is available in markets other than ours, but this could make its way to the UK in the future. In terms of trim levels, there's a fairly dizzying selection to choose from: Vauxhall's online configurator lists 11 different specifications. These start at entry-level SE and move up to our range-topping Ultimate Nav model.

combined economy figure of around 50mpg if you opt for the five- or six-speed manual transmissions, or slightly less with the Aisin-sourced eight-speed automatic. The only diesel is a 1.5-litre four-cylinder said to manage closer to an impressive 70mpg, but all the new engines slip under 100g/km for CO₂, not least the electric Corsa-e, which emits nothing at all and touts 205 miles of WLTP-certified range.

Whatever form the new Corsa takes, it uses MacPherson strut suspension at the front and a torsion beam rear, which is standard in this class. And unlike in the past, when Vauxhall would subtly retune Opel's steering set-up to trade some autobahn-centric stability for more B-road-friendly off-centre response, the Corsa twins are now mechanically identical. However, compared with the old Corsa, the dampers are said to give noticeably better wheel control, both to improve roadholding and to allow Vauxhall to dial back the ESP intervention for a more natural driving experience. In tandem with serious weight savings that total more than 100kg – the body is 40kg lighter but 15% stiffer than before, while the engines are on average 15kg lighter, and there's now an aluminium bonnet – that gives enthusiasts reason for cheer. →



First Corsa hit UK in 1983, badged Nova



● Ultimate Nav spec, as tested, gets slimline IntelliLux LEDs, whose matrix function adapts the high beam to avoid dazzling oncoming traffic. The system works well, if not with the same fidelity seen with premium-brand cars.



● Active aero shutters and an unusually smooth underbody contribute to a class-leading drag coefficient of 0.29 and help noticeably with fuel economy at cruising speed, says Vauxhall. By way of comparison, the Volkswagen Polo manages 0.30 and the Audi A10.31.



● Basic SE and mid-tier Corsa models wear 16in alloys that are sure to do ride quality no harm at all. Top-spec cars like ours ride on 17in alloys – although, with generous 45-section sidewalls, the Michelin tyres are no elastic bands.



● Panoramic rear-view camera increases visibility up to 180deg, for an earlier view of approaching cross-traffic. The new Corsa also gets Flank Guard, whose 12 sensors warn if the car's side is heading for an impact below 6mph.

We like

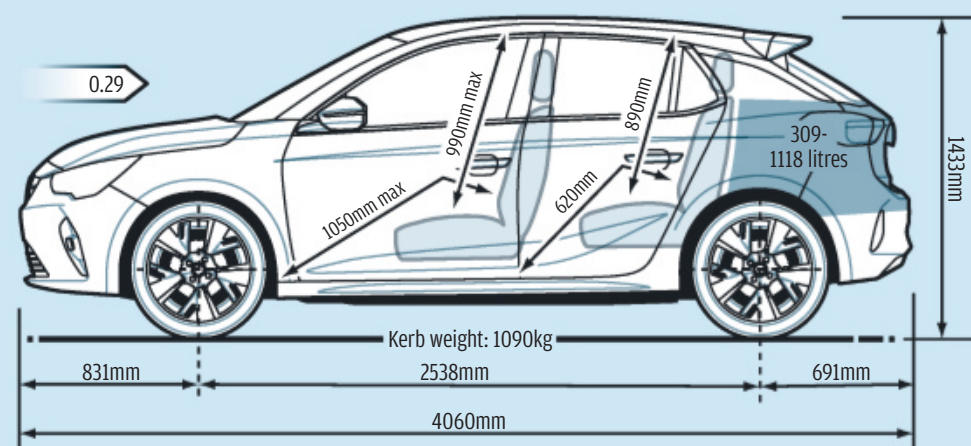
- Less dumpy, functional design boosts visual allure
- Refined, strong and decently economical engine
- Richer-seeming interior with better on-board technology

We don't like

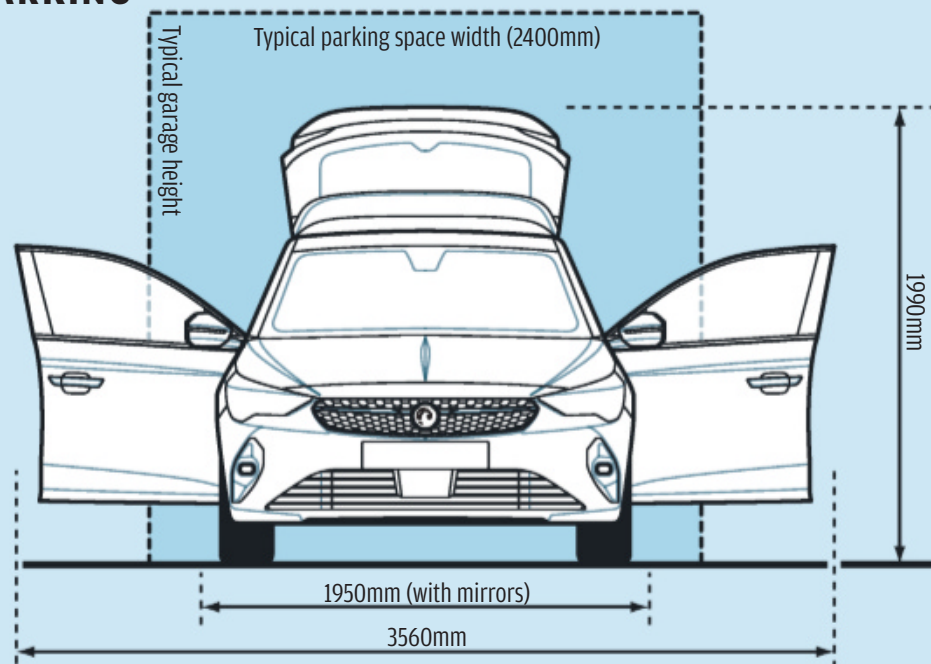
- Remote if competent, slightly unengaging handling
- Ride can be firm, restive and a little wooden-feeling
- Second-row cabin space has gone backwards

Weights and measures

DIMENSIONS

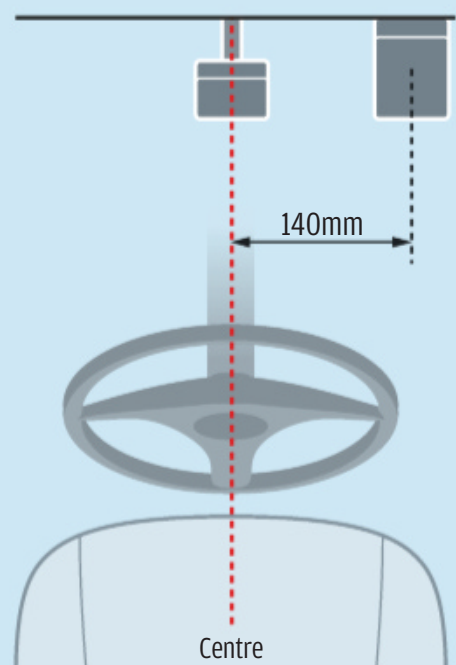


PARKING



WHEEL AND PEDAL ALIGNMENT

Centrally positioned brake pedal is wide enough to be entirely comfortable, although the pedals themselves seem set close to you in a shallow footwell.



HEADLIGHTS

Top-level trim gets adaptive LED matrix headlights, which are good. They don't seem to dazzle when left on auto dip and are bright and rangy on main beam.



● Part-leather seats are a little too flat to feel laterally supportive. They're comfortable enough, though, if a little lumpy-feeling in places.



● Back row offers vastly less space than this with the front seats in a typical driving position. Suitable for younger children only, really.



● Boot's outright capacity is reasonable, with seat backs split conveniently for right-hand drive. There's no false floor, though, and quite a deep loading lip.

INTERIOR



The shift in design proportions is as obvious from within the Corsa's cabin as it is from without. Having been, for a couple of previous generations at least, a functionality-first supermini with a slightly raised roofline and hip point (both intended to squeeze extra usable cabin space into a small overall footprint), this new cabin is lower of profile, less perched of driving position and quite plainly less space efficient than its predecessor. That last point is somewhat regrettably so, in ways that we'll come to describe and that fly in the face of its makers claims.

The Corsa has undoubtedly progressed for perceived quality

and on technological content. It will take a while for owners familiar with the old car to get used to the lower driving position and slightly tighter door apertures of the new one. Once inside, they may also notice the shallower footwells and more distantly removed fascia that both betray the adoption of PSA's platform architecture here.

But they will also notice the liberal adoption of high-gloss black and satin chrome trim around the cabin and, where fitted, the car's new 10.0in widescreen central infotainment display. Both have become typical ways in which modern car makers seek to drive up the impression of expensiveness and sophistication conjured by a volume-selling hatchback in recent

years. The glossy trim in particular makes the cabin instantly much ritzier and more upmarket on the eye than ever a Corsa's interior was before. It's notably less impressive to the touch, however, as a result of particularly hard plastic mouldings on the dashboard and door panels. Still, the desired effect is achieved: on a superficial level, admittedly, this strikes you as a newly classy, tech-rich place in which to travel.

For those travelling in the back seats, though, the Corsa might not seem quite so clever. The key upshot of the lower roofline and hip point is that less leg room is left for those in the rear. There we measured 890mm of head room and a pretty meagre 620mm of typical leg room, which is at least a couple of inches shy

of both the current Ibiza and the Volkswagen Polo in both respects, although less far adrift of other rivals. Boot space has grown by about 10% over that of the previous Corsa, to just over 300 litres – which is another broadly competitive but far from outstanding showing.

PERFORMANCE



In persistent rain, our 99bhp Corsa test car battled through a shortage of traction off the line to hit 60mph in 11.2sec. In similarly adverse conditions last year, however, a 94bhp Polo with smaller, 15in wheels and 185-section tyres was able to hit 60mph from rest half a second quicker. A respectable but not outstanding standard, then. →



● Oddment tray shark motif is an 'Easter egg' novelty feature of a sort hidden away in Vauxhalls since 2006. In earlier Corsas, it was part of the glovebox moulding.



● Electrically adjustable heated front massager seats are standard in upper-trim-level cars – on a Corsa, no less. Shame the controls are hidden and hard to spot.



● Auto transmission's lever is as you'd find it in a DS 3 Crossback or Peugeot 3008. It looks nice and is easy to use, with lights denoting which gear is selected.



Multimedia system

★★★★☆

Even in bottom-rung trim level, the new Corsa comes with a 7.0in touchscreen infotainment system that features smartphone-mirroring functionality as standard, so few drivers are likely to be without decent navigation, entertainment and connectivity options.

The addition of a 'factory' navigation system comes at extra cost on most trim levels, and if you want the bigger-proportioned 10.0in display (which has navigation as standard), you'll need Elite or Ultimate trim.

The upper-level Multimedia Navi Pro system is neatly rendered, responsive and pretty intuitive, with physical menu shortcut buttons, heater controls and volume controls making it navigable at a glance when on the move (something that other PSA Group cars haven't always got right).

The factory navigation system strikes a good compromise between detail and readability with its mapping, and it's easily programmed by either voice or fingertip input.



“
A healthy provision of
torque means the Corsa
isn't short of punch
”

The Corsa's eight-speed automatic transmission made getting the car away from rest trickier than in the manual Polo and could have been a contributing factor to its slower 0-60mph time. But it doesn't quite explain why a lighter car with greater power and torque reserves and more intermediate gear ratios to pull on was then 4.1sec slower to 100mph.

The Corsa's healthy provision of torque does at least mean that, subjectively, it isn't short of on-road punch. It doesn't accelerate in quite as linear a fashion as some rival modern turbo superminis, and it can come across as a touch boosty in its power delivery through the lower middle of the rev range, but there's a likeable pluckiness about the way it picks up pace that won't leave you feeling grossly short-changed, either for performance in town or at speed on the motorway.

Our test numbers confirmed as much: the car's 11.5sec 30-70mph through-the-gears time was only

0.3sec behind that of the Polo. And while the 1.2-litre motor's power delivery can start to feel strained as you approach the higher climbs of its rev range, flexibility is nonetheless competitive in relation to the wider class. Locked in fourth gear – our measure of an engine's flexibility – the same 30-70mph run took 12.7sec, versus 14.8sec in the 123bhp Fiesta we road tested in 2017. That showing is flattered by the fitment of an eight-speed automatic gearbox to the Corsa, of course, but it's a strong one all the same.

The eight-speed automatic 'box itself is competent enough, although our testers agreed that Vauxhall's six-speed manual ought to be preferable to all but the laziest and most disinterested of drivers. Shifts are delivered smoothly but the transmission can dawdle at times and brake pedal feel is somewhat over-assisted and mushy-feeling. That said, step-off is generally smooth and it's perfectly willing to

accommodate manual shifts via the steering-column-mounted paddles, although not always with as much haste as you might like or hope for.

HANDLING AND STABILITY

★★★★☆

Unlike many of its equally well-established European rivals, the Corsa has never harboured ambitions of being particularly 'fun to drive'. Even in VXR-branded form, its reputation for driver appeal has been a bit mixed. That's largely because Opel-Vauxhall has never been minded to put agility or responsiveness ahead of obliging usability or convenience as key components of the basic car's motive character. And, given how well the car has sold over the years, conceivably quite rightly so.

Perhaps somewhat predictably when prefaced in that light, this new version handles a little bit like a car of conflicted priorities: one that's fundamentally better able than its

predecessors to distinguish itself for handling precision and general dynamic poise (thanks to its lower body profile and kerb weight) but one that hasn't been tuned with quite the required agenda to capitalise on it.

In an echo of its slightly stodgy and over-assisted brake pedal, the car's steering is also quite light and a little disconnected in its feel. It maintains a monotone weighting as you add angle rather than increasing resistance to mimic load building into the suspension and tyre sidewalls, and this is precisely the kind of dynamic trait that Vauxhall might have 'tuned out' for UK-market cars under its former General Motors ownership.

That the system is also calibrated to return to centre at surprising pace makes the car a shade less intuitive than it might be both to place on the road and to manoeuvre. That said, no driver will be complaining about the amount of physical work required of them to get the car in to and out of



● The Corsa's light steering wants for both feel and a build-up of resistance as lock is applied, but the car is stable and predictable at speed and easy to manoeuvre in town

Assisted driving notes ★★★★★

All Corsa models come with an impressive suite of advanced driver assistance systems. This includes active emergency braking, active lane-keep assist and adaptive cruise control, plus a feature called Flank Guard, which uses sensors that warn if the side of the car is about to impact with an object at speeds below 6mph.

The systems aren't groundbreaking but they work reliably. The active lane keep assist isn't easily spooked and feels well calibrated for UK motorways. The manner in which it steps in to guide you back into your lane is gentle and it hands back control in a smooth fashion.

Elsewhere, the adaptive cruise control is adept at reading changes in traffic speed and will adjust the speed of the car in a usefully progressive fashion.

The absence of a chorus of warning chimes, beeps and bongs is also welcome.

AUTOMATIC EMERGENCY BRAKING

- Is the system more than averagely prone to 'false positive' activation? ✗
- Can its sensitivity be adjusted? ✓

LANE KEEPING ASSIST

- Does the system work reliably? ✓
- Can you easily avoid a pothole without deactivating it? ✓
- Does it progressively warn, then intervene, to prevent you changing lanes into the path of an overtaking vehicle? ✓
- Does it clearly telegraph handover of control? ✓

INTELLIGENT CRUISE CONTROL

- Can the system recognise and automatically adopt speed limits? ✗
- How consistently does it work? na
- Does it scrub off and pick up speed smoothly? ✓



spaces and around tight car parks.

That the handling responses are quite gentle and measured means that the lack of weight and feedback is less of an issue at speed than otherwise might have been the case. The Corsa steers with only moderate pace from the rack, plenty of grip from each corner and with stability quite plainly prioritised from the chassis balance. Driver engagement is still in fairly short supply, then, but outright body control and security at speed are both good, and handling precision is more than respectable.

COMFORT AND ISOLATION

★★★★★

If you imagined that a model platform shared with a posse of small French cars might provide something of a dynamic personality transplant for the Corsa, you'll already be disappointed with what you've read so far, and what's more, there isn't better news to come. That's because a slightly recalcitrant

and occasionally wooden-feeling ride is one of the more conspicuous dynamic frustrations of this car. The Corsa deals with smoother and more level roads perfectly well, and it fusses less at urban speeds than it does elsewhere. The suspension trips up over sharper edges and bigger inputs, though, and finds too many motorway undulations and surfaces to fidget and roar over for it to produce quite the sense of on-board refinement and comfort that it would need in order to rival the most dynamically sophisticated superminis in the class.

It's almost as if the car's chassis development team considered it their mission to produce for the Corsa a sterner, firmer, more Germanic and generally more serious-feeling ride compromise than any of its newly related supermini cousins have, and therefore ruled out from the start the suspension dexterity and wheel travel that might have allowed it to deal well with more trying UK roads.

Or perhaps that's to overstate the severity of the car's ride somewhat. It is at least mostly quiet and is comfortable enough for the broadest of usage patterns. It will cause offence only to those who know how good this car's competitors have become over the past five years or so. One way or the other, though, it ultimately conspires to deny this car membership of the class's new dynamic elite, and that's something it can ill afford in light of its new, more expensive price positioning.

BUYING AND OWNING

★★★★★

In some ways, but clearly not all, the Corsa exudes an air of maturity that will enhance its appeal in the eyes of those who found the previous version too 'boy racer'. Pitched against the Fiesta, Polo and Ibiza, all of which are shadowed by the Corsa's £15,550 starting price, it also holds its own in terms of ergonomics and equipment. That alone represents

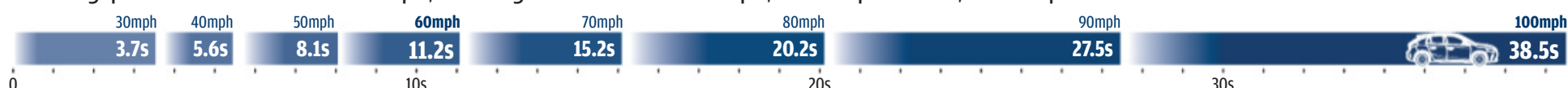
a move upmarket for a car that was pretty plainly value positioned in its previous model generation.

Even basic SE trim includes a 7.0in touchscreen system, cruise control and lane departure warning, but above it sit SRi (it adds parking sensors), Elite Nav (auto lights and wipers, heated seats) and Ultimate, which includes the larger, 10.0in touchscreen, matrix headlights and adaptive cruise. Confusingly, there are further equipment packs – Nav, Premium and Nav Premium – that group together more options. Bottom line: get to know all the specifications to avoid paying for kit you'll never need.

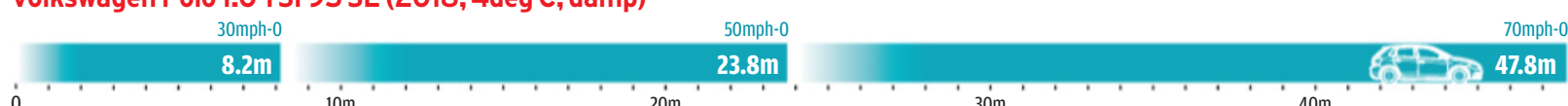
Low CO₂ figures are likely to make the Corsa a temptingly cheap-to-run proposition, although PCP deals are unlikely to be quite as generous as before in an effort to preserve residual values. At 51.8mpg, touring economy as tested proved reasonable if not exceptional. The equivalent Clio managed 56.9mpg. →

ACCELERATION**Vauxhall Corsa 1.2T 100 Ultimate Nav auto (7deg C, damp)**

Standing quarter mile 18.5sec at 76.7mph, standing km 33.7sec at 95.6mph, 30-70mph 11.5sec, 30-70mph in fourth 12.7sec

**Volkswagen Polo 1.0 TSI 95 SE (2018, 4deg C, damp)**

Standing quarter mile 18.0sec at 77.5mph, standing km 32.9sec at 99.2mph, 30-70mph 11.2sec, 30-70mph in fourth 17.8sec

**BRAKING** 60-0mph: 3.47sec**Vauxhall Corsa 1.2T 100 Ultimate Nav auto (7deg C, damp)****Volkswagen Polo 1.0 TSI 95 SE (2018, 4deg C, damp)**

Data log

VAUXHALL CORSA 1.2T 100 ULTIMATE NAV AUTO

On-the-road price	£25,990
Price as tested	£26,640
Value after 3yrs/36k miles	£9650
Contract hire pcm	£343.20
Cost per mile	na
Insurance	17/£545

TYPICAL PCP QUOTE

Three years/36,000 miles £415.72
Put down a £2633 deposit and, along with a contribution from Vauxhall of £1750, an Ultimate Nav Corsa will be yours for a little over £415 per month. The optional final payment will be £9687, while APR stands at 4.9%.

EQUIPMENT CHECKLIST

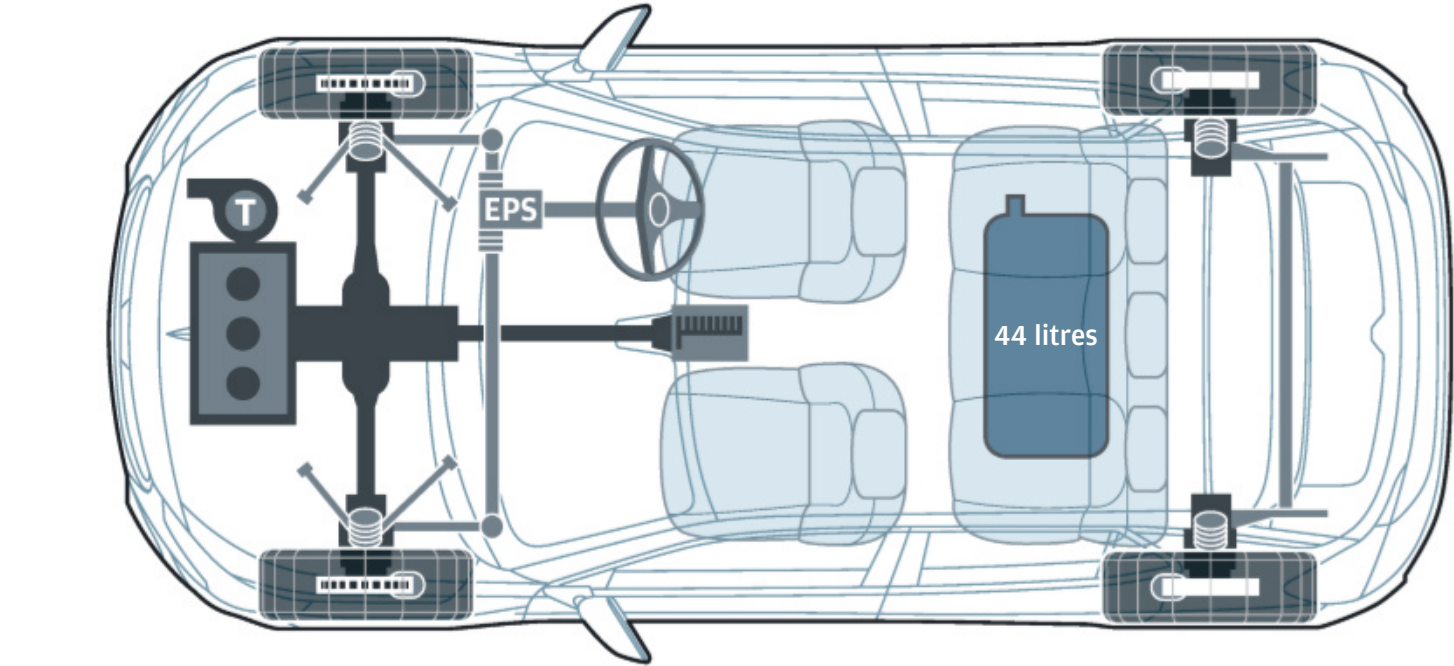
LED matrix headlights	■
High-beam assist	■
LED daytime-running lights	■
17in alloy wheels	■
Panoramic rear-view camera	■
Front and rear parking sensors	■
Keyless entry	■
Black roof	■
Tailgate spoiler	■
Electronic climate control	■
Leather upholstery	■
Heated front seats	■
Adaptive cruise control	■
Rain-sensing wipers	■
Electronically adjustable driver's seat with massage function	■
10.0in touchscreen infotainment with sat-nav, Apple CarPlay, Android Auto, DAB, Bluetooth, aux, USB, MP3	■
Power Orange premium paint	£650
Options in bold fitted to test car	
■ = Standard na = not available	

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1090kg/1171kg
Drag coefficient	0.29
Wheels	7.0Jx17in
Tyres	205/45 R17, Michelin Primacy 4 S1
Spare	Mobility kit

ACCELERATION

MPH	TIME (sec)
0-30	3.7
0-40	5.6
0-50	8.1
0-60	11.2
0-70	15.2
0-80	20.2
0-90	27.5
0-100	38.5
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-



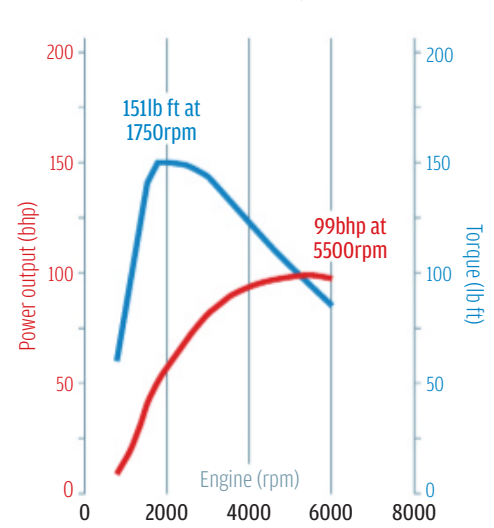
TECHNICAL LAYOUT

Fifth-gen Corsa is based on the PSA Group's CMP architecture, which also underpins the new Peugeot 208 and DS 3 Crossback. It can take electrified powertrains, but here a transverse three-pot sits at the car's nose, driving the front wheels through an eight-speed auto. Suspension is by way of front MacPherson struts and a rear torsion beam. Test car weighed 1171kg on our scales, split 64% front, 34% rear.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	3 cyls in line, 1199cc, turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	75.0mm/90.5mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	99bhp at 5500rpm
Torque	151lb ft at 1750rpm
Redline	6000rpm
Power to weight	91bhp per tonne
Torque to weight	139lb ft per tonne
Specific output	83bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	Track	24.9mpg
	Touring	51.8mpg
	Average	41.6mpg
CLAIMED	Low	37-40mpg
	Mid	46-49mpg
	High	52-56mpg
	Extra high	44-48mpg
	Combined	45.6-48.7mpg
	Tank size	44 litres
	Test range	403 miles

EMISSIONS & TAX

CO ₂ emissions	99g/km (NEDC eq)
Tax at 20/40% pcm	£100/£199

TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	
1st	5.07/4.6
2nd	2.97/7.8
3rd	1.95/11.9
4th	1.47/15.8
5th	1.23/18.9
6th	1.00/23.3
7th	0.81/28.8
8th	0.67/34.6
Final drive ratio	3.1:1

SUSPENSION

Front	MacPherson struts, coil springs
Rear	Torsion beam, coil springs

BRAKES

Front	283mm ventilated discs
Rear	249mm solid discs
Anti-lock	Standard, with brake assist
Handbrake type	Electric switch
Handbrake location	Centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.8
Turning circle	10.4m

SAFETY

ESC, ABS, ESP, LKAS, FCA, AEB, blindspot alert
Euro NCAP crash rating 4 stars
Adult occupant 84% Child occupant 86%
Pedestrian protection 66% Safety assist 69%

CABIN NOISE

Idle	40dB
Max rpm in 4th gear	76dB
30mph	61dB
50mph	65dB
70mph	68dB

ACCELERATION IN GEAR

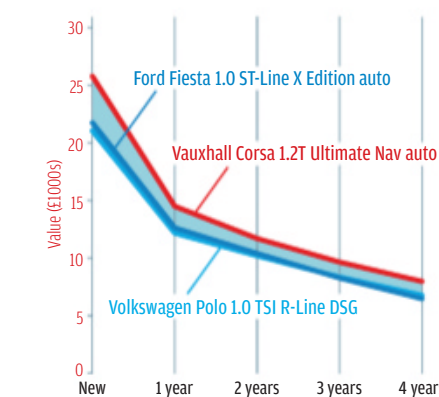
mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	3.5	4.2	5.8	-	-	-	-
30-50	-	4.6	5.6	6.6	9.1	-	-
40-60	-	5.5	6.1	6.9	8.8	11.9	18.3
50-70	-	7.0	7.1	7.7	9.2	12.2	16.9
60-80	-	-	8.8	9.3	10.5	14.0	19.2
70-90	-	-	12.2	12.2	13.3	17.6	-
80-100	-	-	-	18.4	-	-	-
90-110	-	-	-	-	-	-	-
100-120	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-
160-180	-	-	-	-	-	-	-
180-200	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	28mph 6000rpm
2	47mph 6000rpm
3	72mph 6000rpm
4	95mph 6000rpm
5	113mph 6000rpm
6	119mph 5112rpm
7	119mph 4131rpm
8	119mph* 3435rpm

RPM in 8th at 70/80mph = 2021/2309

RESIDUALS



● Top-spec Corsa doesn't perform quite as strongly as Fiesta or Polo when it comes to residual values.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Corsa, contact Vauxhall Customer Care, Chilton House, UK1-101-135 Luton Road, Chilton, Luton, Bedfordshire LU4 9TT (0345 111 7711, vauxhall.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

Testers' notes

MATT SAUNDERS

Spending time in the new Corsa makes me wonder if it will really appeal to the existing customer base or the new one that Vauxhall has in mind for it. It feels like much is being bet on the success of the electric version.

**SIMON DAVIS**

None of the Corsa's top-spec rivals really comes close to this Ultimate Nav model in terms of price, and I'm not sure what that premium is really getting you. The car is well equipped but its cabin lacks the appeal of some cheaper rivals.



Spec advice

The 99bhp engine is fine, but go for the six-speed manual gearbox. Avoid the pricier trims; SRI Nav Premium is as far as anyone really needs to go. It should get you into a car for less than £20k with a little light haggling.

Jobs for the facelift

- Refine and improve that stiff-legged ride quality.
- Retune the power steering for more reassuring weight and feel.
- Carve out whatever additional cabin space you can, because it's badly needed.



VERDICT



Improved in many ways but lacks the appeal to match its price

The fifth-generation Corsa certainly represents a smarter, more refined, superficially classier and more desirable prospect than the car it replaces. Its new platform has brought more appealing styling and paved the way for a stronger range of powertrains and an impressive suite of active safety systems.

However, while the Corsa is undoubtedly a 'nicer' and more aspiring car, it hasn't been made better in every respect. Its slightly remote if assured handling, at times restless ride, questionable four-seat practicality and more ambitious pricing may all be obstacles to its success. And although it's competent, secure and broadly inoffensive to drive, it lacks dynamic character and fails to make up for that shortage by reproducing 'big car' motive qualities in the manner of the best of its competitors.

The majority of Vauxhall's faithful customer base will be much more likely to notice what it has gained than what it has lost, of course, and will no doubt appreciate the more modern-feeling, premium-age supermini they find. But those who are inclined to stray to other showrooms won't be given too many reasons to regret.

ROAD TEST RIVALS

Verdicts on every new car, p82

Price

Power, torque

0-62mph, top speed

CO₂, economy**SEAT IBIZA 1.0 TSI 115PS XCELLENCE LUX DSG**

Engaging handling coupled with a slick engine and impressive refinement. A strong class favourite.



£20,505

113bhp, 148lb ft

9.5sec, 120mph

111g/km, 42.2-45.6mpg

**VOLKSWAGEN POLO 1.0 TSI 115PS R-LINE DSG**

Not the most engaging supermini but an impressively pragmatic contender. Upmarket finish is welcome, too.



£21,206

113bhp, 148lb ft

9.5sec, 124mph

111g/km, 43.5-45.6mpg

**RENAULT CLIO TCE 130 RS LINE AUTO**

Not quite as inherently 'French' as its predecessors but a brilliantly well-rounded supermini nonetheless.



£20,795

129bhp, 177lb ft

9.0sec, 124mph

118g/km, 49.6mpg

**FORD FIESTA 1.0 100PS ST-LINE X EDITION AUTO**

The best-handling supermini here but perhaps not the easiest to live with ride-wise. Engine is a bit outgunned, too.



£21,250

99bhp, 125lb ft

12.4sec, 111mph

123g/km, 41.5mpg

**MINI COOPER EXCLUSIVE 3DR AUTO**

Style appeal combines with snappy handling to make for an attractive upmarket proposition. Ride is a bit firm, mind.



£21,635

134bhp, 162lb ft

8.0sec, 130mph

116g/km, 45.6mpg

Northern Dawn



You don't have to leave the UK to see the northern lights – with a bit of luck, you can catch them on our shores. **Richard Webber** goes aurora-chasing in style

PHOTOGRAPHY LUC LACEY





Global aurora activity can be monitored online

In the words of Rolls-Royce's CEO, the Dawn ragtop is "the most social of super-luxury drophead motor cars for those who wish to bathe in the sunlight of the world's most exclusive social hotspots". It's an evocative notion that I'm struggling to channel from our lonely, weather-beaten, peninsular midnight perch on Orkney as the Atlantic swills either side of us.

A boulevardier meant for La Croisette, not Kirkwall, this car is alien to these latitudes. But we've brought it here with a purpose: to search for the aurora borealis, which literally – and aptly, here – translates as 'northern dawn'.

Our journey has been shaped by Dr Nathan Case, senior research associate of Space and Planetary Physics at Lancaster University and part of the team behind AuroraWatch UK. Days earlier, he'd explained that the aurora borealis begins when a charged gas (or 'plasma'), mostly comprising hydrogen and helium, escapes from the sun and travels to earth on the solar wind at around one million miles per hour, taking about four days to reach us.

"These charged particles get funnelled into our atmosphere via the magnetic poles, where they collide with oxygen and nitrogen, giving off energy in the form of light, which is what we see as the aurora," explains Dr Case. "The green aurora that we're most likely to see in the UK comes from atomic oxygen."

AuroraWatch UK monitors local magnetic fields in Lancaster, Aberdeenshire and Shetland to detect variations caused by electric currents generated by the aurora. This information is used to set alert levels, which you can monitor for yourself at aurorawatch.lancs.ac.uk.

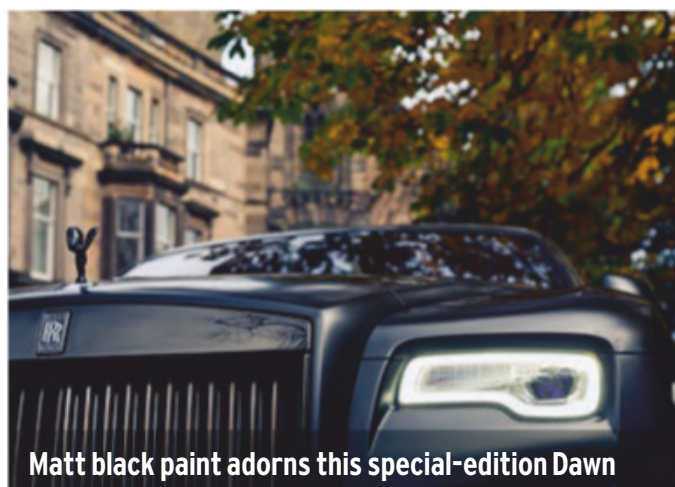
It's not just about auroral activity, of course – you also need a clear, dark night sky and an unobscured view north. Case says the aurora forms in an oval hundreds of kilometres to the north, but can be seen from parts of the UK due to its latitude. Still, the further north we go, the better.

It feels strange for photographer Luc Lacey and I to begin a road trip without a planned itinerary. But so fickle is our quarry that we find ourselves sitting in my Edinburgh kitchen on a Tuesday morning in November, bereft of a plan as the Rolls-Royce waits outside.

Case recommended we use the three-day →

17.4mpg

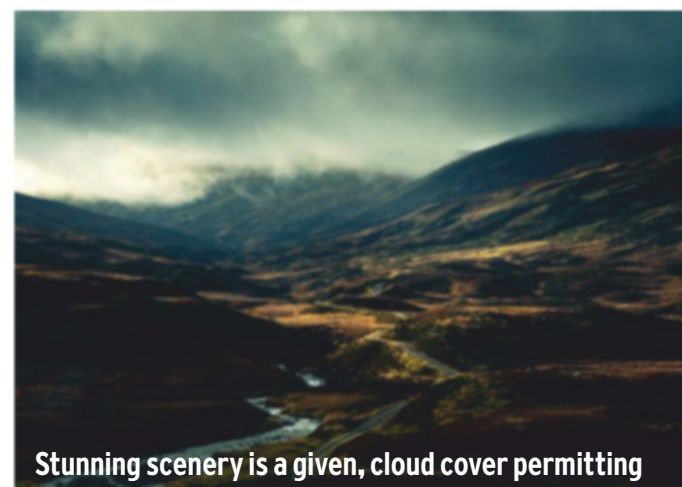
Our average economy, made more manageable by a big, 82-litre fuel tank. That's a £114 fill-up of super-unleaded.



Matt black paint adorns this special-edition Dawn




Cobbles elicit barely a whisper in the Dawn's cabin



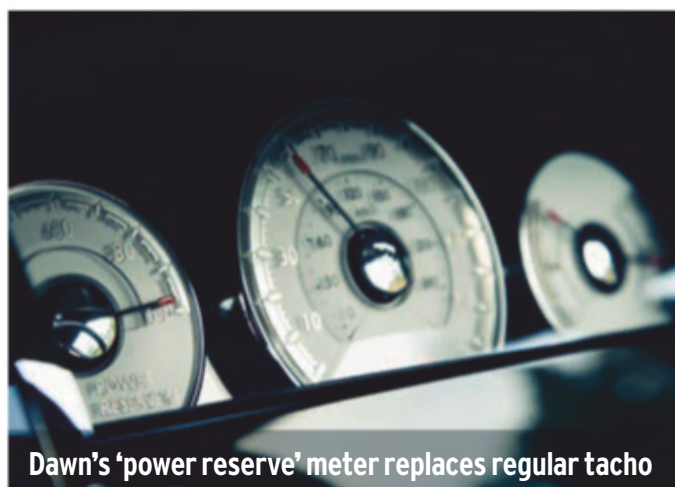
Stunning scenery is a given, cloud cover permitting

“A boulevardier meant for La Croisette, not Kirkwall, this car is alien to these latitudes”

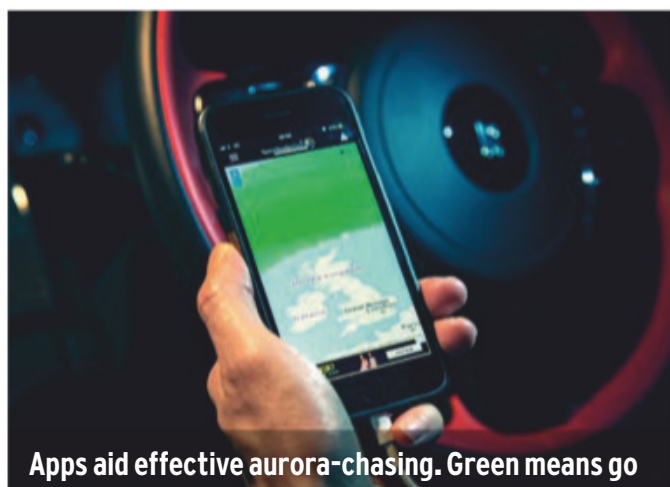
LIGHT 'EM UP



We started in Edinburgh and crossed the Firth of Forth for an hour's gentle cruise to Perth. A 194-mile stint up the A9 took in Inverness-shire, Ross and Cromarty, Sutherland and Caithness to catch a ferry to Orkney for our first night. The return leg retraced those steps to our second stop, in Aviemore.



Dawn's 'power reserve' meter replaces regular tacho



Apps aid effective aurora-chasing. Green means go



Success, at last: the aurora borealis shows itself

DARREN JONES

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← aurora forecast provided by the US's National Oceanic and Atmospheric Administration (NOAA), which produces a predicted global geomagnetic activity index called 'Kp'.

"You want that to be as high as possible," he says. "It ranges from 0 to 9. If you can get figures between 3 and 5, you're in with a good shout of getting aurora. If you're looking at 1s and 2s, it's going to be much harder."

NOAA anticipates a Kp of 3 between 3am and 6am tomorrow morning, with a 'view line' (north of which the aurora may be visible) promisingly slicing across Scotland's central belt. The Met Office's cloud forecast predicts patches of clear sky all across the country, so we set off for as far north as we can go in a day: Orkney.

Installed low in the Dawn's hull, there's lots of light-fingered tiller-twirling as I familiarise with its 5285mm bulk. This is the youth-oriented Black Badge edition: matt black with shadowy accents throughout, more power, bigger brakes, quicker steering, tauter chassis, remapped gearbox and a bassier exhaust. Still, it's almost EV-quiet as we thread through the Dean Village accompanied only by the whisper of cobbles beneath 21in carbon-alloy wheels.

We soon span Queensferry Crossing and lope up the motorway, the 'power reserve' gauge mostly kissing 100%. Of course, the 593bhp and low-down 620lb ft made by the 6.6-litre twin-turbocharged V12 helps, as does sympathetic kickdown from the eight-speed ZF transmission when you need to hustle. Indeed, through the gears, the Dawn's 2.6-tonne mass seemingly evaporates, scored by nothing more than a muted growl.

Adaptive cruise control helps manage the familiar plod up the A9, but there's ominously thick cloud skimming the snow-sieved southern Highlands. It brightens as we skirt the Sutherland coast and a sequence of swift, empty sweepers showcases the best of the Dawn's genteel handling.



MV Alfred's ride is almost as smooth as the Dawn's



Deck space is shared with decidedly less showy fare



Prodigious thirst is offset by a voluminous fuel tank

There was an occasional unseemly urban thump this morning, but the ride is now beautifully fluid, as if the hovercraft's skirts have inflated.

The sky turns pink over Brora, then it's a 90-minute charge in the dark to the north coast. A largely straight but knobbly B-road detour doesn't fether the Rolls: most other sub-five-second-to-60mph cars would be bucking and weaving along here, but the Rolls holds its course, spearing along in assured comfort.

At Gills Bay we board Pentland Ferries' new catamaran, the £14 million MV Alfred, in service barely a week and able to whisk 98 cars across to Orkney in an hour. We're grateful for the gentle crossing it provides.

After docking at St Margaret's Hope, we push on to our overnight stop at the Smithfield Hotel in Dounby. Our host, Ann-Marie Clouston, immediately guesses why we're here and admits to being a keen aurora-hunter, whetting our appetite with some kaleidoscopic time-lapse footage she recently took. Here, they call the northern lights 'mirrie dancers' – and dance they do.

We get dinner and some shut-eye, but it's up again at 1am for the short journey to Birsay at the north-west tip of Orkney's Mainland for our oceanside stake-out. There's no urban light pollution out here and moonset was just before midnight. As if the Dawn doesn't already isolate the senses, the featureless black we cleave through en route renders our sleepy brains numb.

That all changes when we drop the roof of our mobile observatory on arrival. It's 3deg C, the foamy sea is roaring, there's an arresting bouquet of seaweed on the stiff breeze and – disappointingly – little spots of rain settle on the rear deck's black leather. We spy the odd star but, for the most part, the sky is a mass of dank cloud.

There's a chink of hope on the northern horizon, though, in a barely perceptible strip of lighter sky. From the UK, the naked eye might see only a →

“
A series of swift, empty sweepers showcases the best of the Dawn's handling
”

Blow of the aurora's no-show is softened by an Orkney dawn

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“
As snow pelts the
windscreen, there's a
light show happening
somewhere above us
”

11 years

The length of the solar cycle. The next maximum is expected in 2023-2026, bringing increased sunspot activity and therefore more aurora.

← translucent, whitish haze, but a long-exposure photograph can collate the light to reveal a colourful, glowing aurora. Lacey gets set up, his red headtorch softening the blackness as if working in an al fresco darkroom.

But the AuroraWatch UK magnetometers aren't picking much up, and nor are the sophisticated sensors in Lacey's digital SLR. It seems both the space forecast and the earth forecast have let us down. He perseveres through rain showers, the electric roof doing its 20-second origami act several times over, but by 6.40am we've had no luck so call it quits and head east to capture the sunrise. At a blessedly benign Finstown slipway, we're glad of both the dawn's gently warming rays and the Dawn's intensely warming seats.

We return to the hotel for a reviving breakfast, over which we discuss our next move. We have one more night at our disposal, and though the Kp forecast is a lowly 2, some clear sky is predicted over the Cairngorm Mountain ski area, where amateur photographer Kath Pigdon captured a lovely green auroral bar a fortnight ago.

To get there in time we need to catch the MV Alfred's late-morning sailing, so there's no time for sleep: we pack up and bound back across the Churchill Barriers to St Margaret's Hope where the incongruously showy Rolls takes its place on deck among the regular weekday cars and freight.

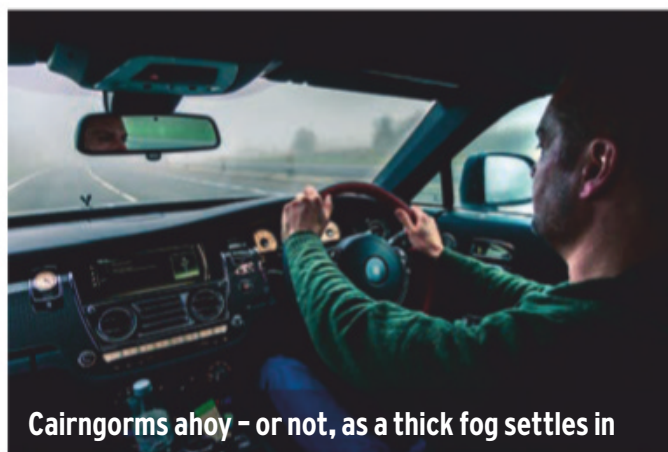
Another painless crossing later and we refuel in John O'Groats. It's hammering down with rain so I relieve the front nearside wing of its umbrella, which is, of course, black and red to match our car's bespoke palette. (The brolly has a predictably lubricious opening action.)

Soon a dazzling clifftop rainbow and subsequent expanses of blue sky raise our hopes, but then we plunge into a pea soup at Inverness. This sets Lacey's snapper senses tingling, however, and he asks if we can push on to Cairngorm Mountain in time for sunset.

A week before, from Twitter: Kath Pigdon snapped the aurora at the same spot as above



Mist opportunity: dawn reveals more Highlands vistas



Cairngorms ahoy - or not, as a thick fog settles in

On the final hairpins leading to the skier's car park, the Dawn's active anti-roll bars can't prevent some hefty wallowing, but once the body settles either to port or starboard, a reassuring cornering poise emerges. Slow is best, though, so we gently trace the mountainside until Lacey's hopes are confirmed as we pop out above the fog and are treated to a spectacular temperature inversion. We're sandwiched between two layers of cloud, the lights of Aviemore glowing through from below and the sun's last rays from above. It's a delightfully still evening, with only the tinkle of an unseen stream breaking the silence, and I drop the roof for the full IMAX experience from the reclined and toasty driver's seat.

We circle back to a hotel in Aviemore for sustenance and a much-needed catnap, then return to the mountain after 11pm. The smooth, empty B-road to the ski area gently meanders through thick forest, and the Rolls is flowing so fluently that it feels surreal, as if in a simulator – even more so when a yellow, stag-shaped icon alerts us to a hidden, doe-eyed form somewhere in the roadside trees.

Upon our arrival, it begins to snow. Hard. It's that horizontal, driving snow native to these parts that I can still feel stinging my cheeks as a reluctant teen learning to ski. Waiting for a reprieve, I check in on happenings in the upper atmosphere. Just our luck: the Kp has jumped to 3, all of AuroraWatch UK's magnetometers have spiked and the 'Glendale' aurora app reports that a geomagnetic substorm is happening: 'There should be an aurora on camera in northern Scotland,' it reports.

As snow pelts the windscreen, there's a light show happening somewhere above us. It's →



£88,680

The cost of options over and above the Black Badge's £282,000 list price. Massage seats and night vision are among them.

◀ incredibly frustrating. Ever committed, Lacey suits up like a trawlerman and disappears into the night with his camera. I'm glad of another interior indulgence: a flex of my forefinger and his door closes electrically, sealing me inside the plushiest bothy in the Highlands.

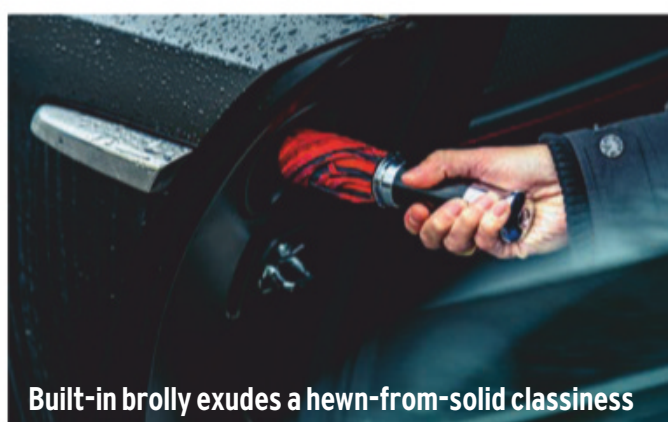
I recall Case's advice about sitting on the right-hand side of westbound transatlantic flights for the best chance of seeing an aurora, and idly check the Plane Finder app. Right enough, seven miles directly up, the fortunate occupants of a Bombardier Global 6000 business jet hurtling from Hanover to Newark are in for a treat.

Lacey returns, as if from a traumatic spacewalk. His black-on-black portrait of the Rolls-Royce against the night sky is peppered with a million white pinpricks that could easily be mistaken for stars, but his sodden clothes and frozen face confirm it as snow.

The Dawn can quell many earthly inconveniences but, sadly, weather is not among them, so this is where our quest ends. For now, at least. Clouston later sends me a photo taken by Orkney resident Alan Flett in the exact spot we spent our first night. It's a jaw-dropping, star-



AM or PM? Aurora-spotting is a hobby for night owls



Built-in brolly exudes a hewn-from-solid classiness

spangled array of indigo, lilac, yellow and lime, streaked with bright, vertical shards. It's easily enough to make me want to try again. A bit more time, a bit more luck...

As for the Dawn, I have enjoyed its dual personality. One minute isolated in luxury and tranquillity – an observation car from which to drink in the passing vista as if it were a movie – and the next, open and immersive.

I've also appreciated the 'need to know' ethos that permeates the car, starting with that power reserve gauge, which sits in place of a tacho. "Don't concern yourself with the details, sir, just relax," it suggests. It's the same with the air-sprung chassis, the steering, brakes, engine and transmission: save for low-speed ride-height adjustments and a momentum-curbing engine braking setting, there are no modes to play with, and you can't even choose your own gear. But behind the glossy control weights, each system does what's needed to achieve swift yet comfortable conveyance.

That said, you definitely don't need a £371,000 Rolls-Royce to chase the aurora borealis. Just an app or two, a car and a bit of patience. Oh, and a flask of very hot tea. **A**

“
One minute the Dawn
is isolated in luxury and
tranquillity, the next it's
open and immersive
”



Dawn remains
sure-footed and
secure at all times



INTERNATIONAL AURORA-HUNTING ROAD TRIPS



ICELAND

Iceland is ideally located under the auroral oval and offers excellent overhead viewing. The Hotel Rangá in Hella provides aurora wake-up calls; it's 90 minutes from Reykjavík on the island's anti-clockwise ring road – or 15 hours clockwise.

'Northern Lights Route' runs to Tromsø on the Norwegian coast. A favourite among connoisseurs.

CANADA

Five hours from Calgary is Jasper National Park, the world's second-largest dark sky preserve. Take the Trans-Canada Highway to Lake Louise, then the glacier-studded Icefields Parkway to the favoured viewing spot at Medicine Lake.

FINLAND

It's an eight-hour drive from Helsinki to Tornio in Lapland, from where the 384-mile

Not quite the
aurora borealis,
but pretty enough



Throwback looks
are underpinned by
modern components



RETRO ROCKET

Jannarely's Design-1 hits the UK with 1960s looks and a promising spec. But can it deliver on that promise on the road? Andrew Frankel finds out

PHOTOGRAPHY TOM GIDDEN

So here's what you should know about the Jannarely Design-1. It's quite cramped; it's hard to get into and even harder to get out of; the instruments are difficult to read; if you drive it on flooded roads, you're likely to get wet feet; and the steering lock is terrible. And one more thing: none of this matters. Of which more in a minute.

The Jannarely Design-1 is named after Dubai-based Anthony Jannarely, a French designer whose work for W-Motors includes the strikingly attractive Fenyr SuperSport and Lykan Hypersport. He started work on the Design-1 around five years ago with no plan

to put it into production – it was something he'd created for himself – but once a few customers had expressed an interest, he teamed up with boat builder Frederic Juillot and to date has made around 20 cars, with orders for 70 more. He will stop at 499 cars because, as you will see in the separate story opposite, he has a somewhat bigger fish to fry.

The Design-1 is now officially on sale in the UK, with right-hand-drive prices that start at £85,000, and with a London-based dealership with a smart new website. That buys you the car in roadster form but, for an additional £7600, you can spec a flip-up carbonfibre hard-top that, I'm told, can be attached or removed in minutes by anyone with the right

spanner. If you want to go properly hardcore, the windscreen can be replaced by a single thin aero screen costing £2000.

The car is as it appears, a back-to-basics throwback to a simpler time, and it's the same under the skin. There, you'll find a tubular steel spaceframe, a normally aspirated V6 petrol engine, a manual gearbox, an optional limited-slip differential, double-wishbone suspension all round and no airbags or ABS, although traction control is available as an optional. The motor, six-speed gearbox and most of the remaining mechanical hardware are sourced from Nissan.

Jannarely describes the result as halfway between a Caterham and a

Cobra, and you'd need to think hard to find a better description. The concept is a car that's unashamedly retro in character, but thoroughly modern in reliability, one that's light (think 850kg light) and fun to drive but usable: it has air conditioning, a USB port and genuinely quite a lot of luggage space. I also like how configurable it is: not just the three bodystyles but the fact that the suspension is fully adjustable too, you can have your own seat made, choose the position of the pedal box and so on.

The one I'm driving has a roof, and although head room is no issue at all, even for the 6ft 4in me, I'd move the pedals further away. It feels extremely snug in here, with the

BIG PLANS AFOOT

Jannarelli's plans do not stop at the Design-1. It will be followed quite shortly by a larger, more comfortable, more powerful and expensive Design-2 that, with a big V8, will have performance of an altogether different order. I wish I was allowed to share more with you - I've seen renderings and the car is stunning - but suffice to say that Anthony Jannarelli told me: "If the Design-1 is our Cobra, the Design-2 will be our GT40." Which sounds promising enough on its own.

That coupled with a new CEO, who I can't name but is globally renowned and respected in the supercar world, and relocating to a part of the world far better known for making cars than Dubai suggests very strongly to me that although Jannarelli may not be a name we've heard of much in the past, we shall be hearing a whole lot more of it in the future.



Minimalist cabin is in keeping with the car's character

“It does a plausible impression of a 1960s Ferrari V12 after a big night out”

windscreen closer to my face than that of any car I've driven in a while. Visibility is fine and such modest switchgear as there is is sensibly sited, but the instruments are finicky. To me, a decent set of simple, clear clocks is vital in a car like this and I'd rather slightly spoil the retro illusion by fitting a single high-definition screen than have to squint at tiny, florid dials.

I head out onto soaking roads, driving slowly at first, wondering what other car feels like this. Its ride, although firm, is far more sophisticated than that of any Morgan I've driven, but it doesn't have the flyweight immediacy of a Caterham Seven, let alone an Ariel Atom. It feels far more together than the TVRs I used to drive, but not as eerily fluent as a Lotus. It appears to have found a space of its own, one the

Caterham 21 would have occupied had it survived.

And then the road clears, time is short and there is zero point in hanging about. I'd not thought much about the engine because it's out of a vast Nissan Maxima saloon sold in the US, China and the Middle East. But with uncorked exhausts in a car this light and attached to a super-precise gearbox, it is absolutely epic. Quite quiet on part throttle, its character transforms the moment you press hard, doing a plausible impression of a 1960s Ferrari V12 after a big night out. The car lunges forward, with excellent traction on wet roads thanks to quite gentle rear spring rates and its mid-engined configuration.

A short drive in such conditions isn't enough to reveal all about the way the car handles, but its control

weights, the precision and feel of the unassisted steering and bite of the (also unassisted) brakes suggest the Design-1 is far more than a car designer's vanity product but a properly engineered driving machine. Whether it is worth £85,000 is for individuals to decide. Indeed, the five UK launch cars, with their carbonfibre Union flag engine covers and side gills, cost £115,549 each.

What I can say is that the Design-1 delivers fully on the promise of those looks. It is a fast, gorgeous, no-nonsense, back-to-basics lightweight sports car with just enough practicality to make you want to use it. In an era of ever more anodyne, homogenised, blob-shaped performance crossovers and SUVs, it provides a welcome and timely antidote. **A**

The Design-1 has glassfibre panels as standard, but a full carbonfibre body can be specified. It costs £12,702 extra and reduces the weight of the car by a substantial 40kg.



V6 (right) sits in the car's middle and ensures rapid pace



JANNARELLY DESIGN-1

RATING	★★★★☆
Price	£85,000
On sale	Now
Engine	V6, 3498cc, petrol
Power	325bhp
Torque	273lb ft
Gearbox	6-spd manual
Kerb weight	850kg
0-62mph	3.9sec
Top speed	135mph (governed)
Economy	na
CO₂	na
RIVALS	Lotus Evora GT410, Morgan Plus Six



Command and control

Transport for London's management centre is a state-of-the-art facility with a world-class reputation. John Evans pays it a visit

PHOTOGRAPHY WILL WILLIAMS

If you drive in São Paulo, things may be about to get easier – or perhaps, depending on your point of view, more difficult. A delegation from the city's transport department is visiting Transport for London's network management control centre (NMCC) to see for themselves how the organisation, considered to be one of the best transport operators in the world, manages the capital's 360 miles of roads.

Huddled behind a viewing window, the visitors peer at the centre's huge wall-mounted screens that relay live traffic situations in high definition and watch as staff operating joystick controllers zoom onto incidents like a scene from *The Capture*, the BBC surveillance thriller.

"They're especially interested in seeing how we've integrated all

our previously separate control departments into one so we have a more efficient and linked-up approach to roads management," Nick Owen, head of control centre operations, tells me.

This change in how TfL works has been driven by London mayor Sadiq Khan's transport strategy, which aims to eliminate all deaths and serious injuries from London's streets by 2041, an ambition billed as part of the broader 'Vision Zero' movement.

My visit to NMCC coincides with work beginning on installing new 20mph speed limit signs, road markings and raised pedestrian crossings on five and a half miles of roads in the congestion zone, to go live in May. By 2024, many roads outside this zone will also be subject to a 10mph reduction. The fact that the average speed of cars in the capital is just 7mph would

appear to make these reductions unnecessary – at least until you're hit by a vehicle doing 30mph.

In any case, cars in London are living on borrowed time, since also by 2041 the transport strategy's aim is for 80% of all journeys in the capital to be by public transport, bicycle or on foot. Currently the figure is at 63%.

Cameras that can zoom in on them, speed limits that are getting lower and plans to reduce their number – it sounds like London has it in for car drivers. Except that, to hear him talk, Owen might actually be their friend.

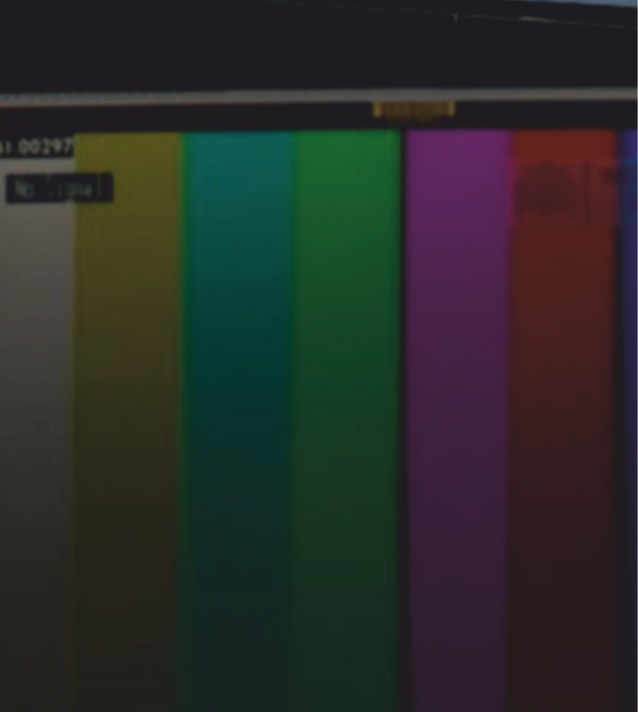
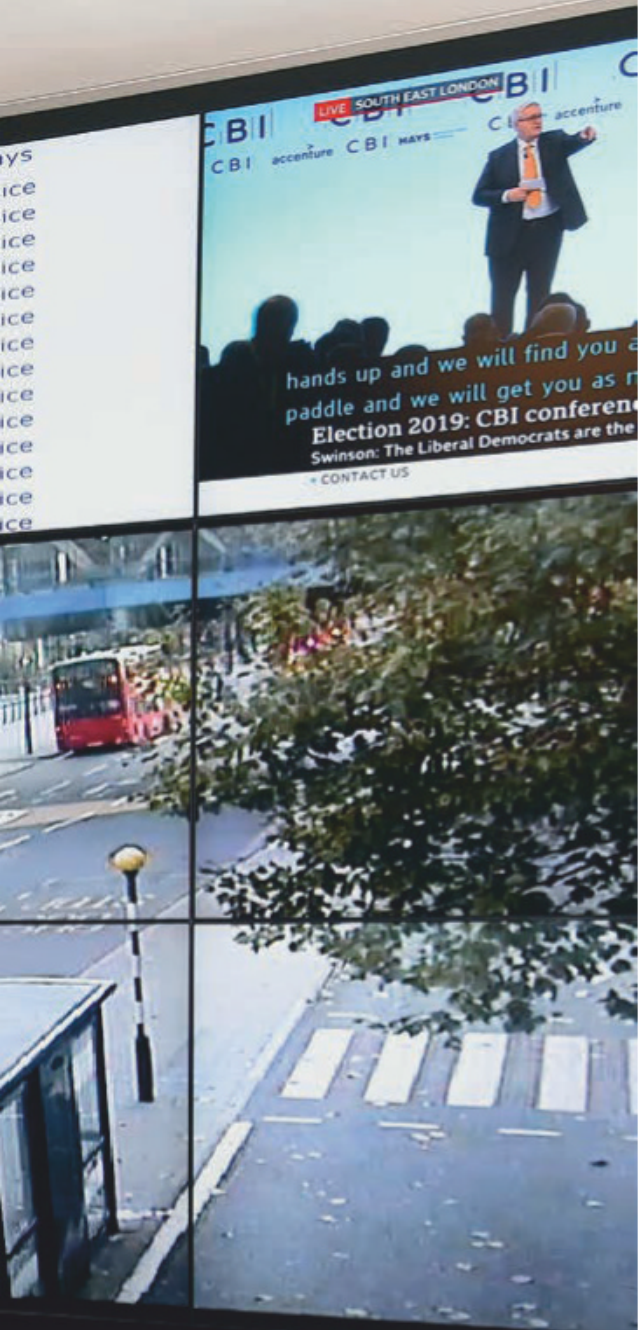
To prove it, he walks me round to the area of the centre dedicated to keeping London's 13 tunnels and underpasses open and moving. A bank of large, wall-mounted screens displays live images of cars and trucks streaming through the tunnels. Watching the images



TfL's Owen (right) is no anti-car despot

are a couple of operators, two of the control centre's 170 rostered staff who provide round-the-clock cover, 365 days a year. They're watching not only for incidents but for anything that might cause one, such as a pothole or loose manhole cover.

"Just recently, around midday after rush hour, we closed the Blackwall tunnel to repair a hole," says Owen. "From closing to reopening it took just two and a half minutes and we avoided the inevitable accident and hold-up later in the day."



London's roads are monitored 24 hours a day, 365 days a year



Transport for London is responsible for the flow of traffic on 360 miles of highway

We move over to the Urban Traffic Control team whose focus is incident response. Among the general images of traffic, such as you might see on a breakfast TV travel update, are close-ups of live incidents with operators zooming in and out for a closer look or to assess the impact on neighbouring streets.

One incident is happening right before our eyes. It's at a major junction at Swiss Cottage. The traffic lights have failed and two lanes have been closed off. The recent merging of TfL's once separate control functions means that a section of the Metropolitan Police now falls under NMCC's control (TfL funds 2000 Met officers) and two officers have been deployed to direct the traffic.

At many junctions TfL uses monitoring tools, including magnetic coils buried in the road, to record traffic volumes and optimise traffic light sequencing (the centre's operators can also control 80% of the capital's 6300 sets of lights remotely). Elsewhere, it's trialling radar at major pedestrian crossing points to gauge the size of crowds and automatically trigger and extend

“We have finite road space. Demand for it exceeds supply”

‘green man’ lights, while on a section of the M2 and A2 it's testing traffic light prediction software in cars.

These advances are part of TfL's new Surface Intelligent Transport Systems (SITS) programme. Last August, it announced it is developing a new control system to capture more data on congestion (for example, from radar, sensors and anonymised mobile phone data), bus performance, weather and roadworks to provide a more unified view and improve response times.

“The point of all this new tech is to



Bus drivers supplement Owen's CCTV

enable earlier incident intervention and more effective management of our roads,” says Owen. “The fact is, we have finite road space and demand for it exceeds supply. For example, while we're seeing 13,500 fewer older polluting vehicles entering the congestion zone, the number of all vehicle types circulating within it has increased, maintaining pressure on road space.

“During the day, cyclists and pedestrians are the most efficient use of that space and we prioritise them. But at night, there's less need to, which is why drivers find it easier to move around.”

Technology, including the 5500 CCTV cameras to which it has access, helps TfL manage congestion more effectively, but Owen's most important sensors are, and will remain, the capital's bus drivers.

“They're especially valuable because they're the only road users who must follow a schedule,” explains Owen. “The second a driver's journey is interrupted by an incident – for example, a crash or road works – they tell us.”

He indicates a screen showing bus routes, some of them in red where services are delayed.

“Red routes spell trouble but show us where to look and what needs managing,” says Owen.

By now, the experts from São Paulo have seen enough and are shuffling out of the viewing room, heads filled with new ways to manage their city's rising traffic levels.

I leave too, but on the street outside the control centre I rashly decide that since the traffic lights are on red, I'll ignore the red man on the pedestrian crossing and dash to the other side anyway. Just as I approach the far kerb, the lights change and a black cab, whose driver has clearly taken umbrage at my decision, accelerates hard, straight at me.

It's a reminder that in the hard-fought space that is London's roads, one wrong decision can mean the difference between going home or going to hospital. At least Nick Owen and his team are watching. **A**

IN A NIGHT'S WORK

One way TfL keeps traffic moving is by improving the way it maintains the roads. For example, by using traditional methods of road closures, maintenance work on the A2 between Blackwall Lane and Dartford Heath has taken up to 58 nights in previous years, but by fully closing the road each night, the most recent work carried out this year was done in 20.

Tasks carried out included:

- Repairs to 80 potholes
- Replacement of 256 lighting units
- Resurfacing over 5500 square metres of carriageway
- Cleaning 1027 signs
- Cleaning 1340 gullies
- Replacement of 3365 road studs

LIVING IN THE FAST LANE

Thermal Raceway in California is an exclusive members-only race circuit that offers luxury on-site living for the seriously wealthy. **James Mills** reports

PHOTOGRAPHY JAMES LIPMAN



Thermal doesn't seem to be an obvious location for one of the world's most exclusive member's clubs. The desertscape of the Coachella Valley is as harsh as it gets in this part of California. Surrounding mountain ranges hold back the clouds, turning this one-time settlement for railroad workers into an unforgiving oven, with temperatures known to exceed

50deg C. The locals say it becomes so unbearable that during the summer people seek work for two or three months in more hospitable towns and cities around the US.

Driving from Palm Springs to Thermal, the mood changes. The immaculately presented properties and grand, gated private estates give way to nondescript, modest homes that look poorly maintained. A resident of the region tells me

that Thermal is known for having a methamphetamine problem.

Rolling off the freeway, Thermal Raceway appears like a mirage in the desert, yet this luxury residential resort for petrolheads is no trick of the light. The site, walled off to the outside world, covers around 400 acres. Across the road is a private airport. The majority of those coming to Thermal don't travel by car; they land their private jet or helicopter

next door. Which is why the owners behind the Thermal Club are right now deciding which private jet to buy.

Those owners are Tim Rogers and his wife, Twanna. Thermal Raceway wasn't their idea; they were early investors but thought the project wasn't going in the right direction and the permit from the Riverside County authorities was taking too long to materialise. So they pulled out, waited for the permit and then →



← bought out the project, buying back property that had been given away to raise funds and paying off loans with interest. They have now sunk £135 million of their own money into it. Tim says it has been profitable for the past six years and doesn't have a dime of debt. But why risk so much on an unproven concept?

"The main reason is we belonged to several country clubs, and they're beautiful, with a golf course around you, nice homes, and a common interest with the people near you," says Rogers. "But we have maybe 125 of those in the Coachella Valley, and not everyone golfs. We love cars and thought there are many other people who do too."

The pair made their first fortune buying and supplying fuel to 7-Eleven convenience stores and gas stations around the US. The trick was to buy cheap, sell high, much like a trader, and then ensure that the logistics of covering an area the size of America went smoothly.

After that, they bought up the stores and gas stations. Then came the cars. The pair are what's known in these parts as gearheads. "We always kept a collection of around 12 cars," says Rogers. "Now, we have a lot more..."

Thermal Club's profitability has come from changing the concept to one that's altogether more ambitious. Originally it was envisaged as a private race track for members, much like the Ascari Race Resort, in Málaga, Spain, Monticello Motor Club near New York or Apex Motor



Rogers (left) explains how Thermal works

Club in Arizona. For an annual fee you'd turn up, drive your cars, be fed and watered, hang with like-minded gearheads and then head home.

Rogers changed the business plan, supplementing the membership model with a focus on building luxury villas. Some viewed it as a risky strategy, others reasoned that in Fortune 500 territory and only hours away from Los Angeles – a city where a mansion can cost up to £75m – money wouldn't be a problem if the experience was special enough.

You can't be a member without a villa, or vice versa. The club takes care of everything, supplying an architect and contractors. Properties can even be provided move-in ready, with food in the fridge, coffee brewing and sun loungers on the terrace.

Two types of membership are available: family or corporate. The former is \$85,000 (£65,000) and, as the title suggests, allows the member to have as many of the family as they please present. Alternatively, a \$200,000 (£150,000) corporate membership can be divided among four unrelated individuals, a bit

“
I've seen more McLarens here
than anywhere else in the world
”



There's a kart track on site, so kids and adults alike can hone their racecraft in the purest form of motorsport.



like a timeshare. Both include a 70% refundable deposit should you leave the Thermal Club. A \$1200 (£920) monthly fee applies to family membership, and each individual who is part of the corporate membership must also pay \$1200 a month.

There are now three race tracks and 70 residential properties built. BMW and Mini are permanent tenants with their West Coast Performance Centre, a driving experience venue that clinches thousands of sales for the brands every year. Additional land for a fourth track has been purchased, and Thermal's track designer, Alan Wilson – husband of Desiré Wilson, the racing driver – is visiting when I spend the day there.

"The typical client here," says Wilson, "is the GT3 Cup driver. I've seen more McLarens here than anywhere else in the world. So you've got to design it for those customers, design it so that gives the impression of speed without actual speed."

Members can check out who's on track without even getting out of bed

RACE RESORTS FAST FUN FOR THE MINTED



ASCARI RESORT

The Ascari Resort near Ronda in Spain set out to become a true race resort but its vision was never fulfilled. It remains a private track that is terrific to drive but lacks the flexibility of Thermal Raceway and doesn't have private properties.



MONTICELLO MOTOR CLUB

Monticello Motor Club sits north of New York and offers two tracks for private members to play on. But again, there is currently no plan to allow members to live on site.



AUTODROMO INTERNACIONAL ALGARVE

The Autodromo Internacional Algarve, better known as Portimão, is a world-class circuit with a five-star hotel on its doorstep. Modest apartments are available.

Members must buy a plot of land and build their villa within five years, or Thermal buys back the land at 80% of the price paid for it. All told, 268 villa properties will be built.

Wilson says accidents will happen, so it's better to manage the speed of the cars and make the track flow and feel faster than it actually is: "You want somebody like that to be able to play with their car, push it to their limits. It's never the car's limits, because the cars are way better than 90% of the drivers."

Sure enough, after tackling two of the three tracks in a Mini Countryman John Cooper Works, I'm impressed by how exciting it feels despite the corner speeds being nowhere near those of a modern grand prix track. There are tight sequences, areas where you can run the kerbs, faster sweepers, technical sections that call for patience and even some elevation changes. Run-off areas are generous and smooth – so you shouldn't damage your car if you make a hash of things – and every month all three circuits run as one to give a five-mile lap.

Rogers explains that a water



Thermal echoes the golf club business model

aquifer 10 feet below ground level presented technical and financial challenges when landscaping the circuits. More dirt needed to be brought in, which is costly and tricky to calculate, because it shrinks when compacted and watered into place. Equally challenging was the need to relocate 14,000 palm trees.

As impressive is the presentation of the circuits. The surface is excellent, the result of an 82-page asphalt specification to cope with the extreme summer temperatures. Roger Penske helped here. The pit →

Road-going exotica mixes with all manner of race-prepared metal



← area is shaded, sofas let you laze in the shade and a bank of motorsport telemetry and in-car video feeds streams away, ready for an instructor to review your performance through every braking point, turn-in area, apex and exit around every track.

The circuits are wired to accept HD cameras. Rogers says they're in the process of choosing which cameras to install, so your laps can be filmed from the outside, too, and live-streamed to the pits or, if you like, to other Thermal Club members. It's the app age equivalent of throwing down the gauntlet.

The driving is just one dimension of this country club. There are race-team standard workshops filled with cars belonging to the club or members – we see a menacing Baja buggy and a race-ready Ford Mustang GT4 – and technicians who work on them.

Across the way sits the clubhouse. Far grander than any other racing resort, this is somewhere you could happily spend long weekends wining and dining with family or friends. The food is excellent, the bar looks to be better stocked than The Ritz and at the front desk a concierge team works away at taking care of members' requests.

Need your villa to be prepared for a visit with friends? Not a problem.



Want to have a couple of your cars prepped and ready to roll when you arrive? It's done. Would you like to put on a wedding anniversary with a difference, and race his'n'her's cars before partying into the night? The concierge will take care of it and add the costs to your account.

As for the villas, Thermal Club keeps a handful of 'spec properties' ready to be bought and moved into at all times. Or you can design your own and wait for it to be built.

Touring several, it's apparent that space is not an issue. Around £2.3m buys about 7000sq ft, with a built-in garage that will house 15 cars – fewer if you make some room for a den with sofas, pool table, a bar and cinema, or perhaps a stage with your favourite Fenders and a set of amps that will compete with the rumble of race cars.

The interiors are all marble, walk-in wardrobes and giant beds that would look at home in The Princess and the Pea. Trackside villas are built



“My Thermal membership is the last thing I would give up”

There are three circuits, with a fourth soon to be built. North Palm is 1.2 miles, South Palm is 1.8 miles and Desert is 1.4 miles. When run together once a month, they provide a 5.1-mile lap.

into the 'Great Wall of Thermal', a vast sound barrier, and many of the living areas and bedrooms enjoy views over the race tracks. You can

literally wake up, look up from your pillow to see who's on track and decide whether or not you fancy giving them a run for their money. Members say that's part of the appeal – knowing who is on track, in what car, and choosing who they'd like to mix it with and which of their cars will best complement the mix.

The villa plots are close together, beautifully finished if not creatively or stylistically daring and come in traditional Spanish or sleek LA designs. But it's the garages that give them the real 'wow' factor. To stand in the kitchen and look through a 20ft-long viewing window into the garage, at an assortment of wonderful road and racing machines, confirms that, on a material level at

least, you have well and truly made it.

Rogers suggests that the minimum net worth of every member at Thermal Club is \$30m (£23m). Do they, I wonder, consider it to be good value? I put that question to Paul, a member who asks for his surname not to be shared and who lives only eight miles down the road.

"I only heard about it by word of mouth at the golf club, through a guy I knew who knew I used to race," Paul says. "He pulled me aside six or seven years ago. When I joined, a couple of buddies from the golf club who are car enthusiasts and have wonderful collections tried to talk me out of it, saying they didn't feel it was a good investment. But I was doing it for quality of life. And now both those guys have joined and they're as happy as pigs in sh*t!"

Paul says joining the club is more gratifying than buying the latest Ferrari or Lamborghini, which can't be used to anywhere near their full performance on the road: "If I had



Mixing it on track with other members is key to the appeal

NOW IT'S YOUR TURN

You don't have to become a member of the Thermal Club to experience driving at Thermal Raceway. The BMW Group had been seeking a venue for a driving experience centre for years before Thermal Raceway sprung up in the desert.

It offers a wide range of driving experiences, in everything from M BMWs to John Cooper Works Minis, or you can swing a leg over a BMW motorcycle. Kids can take part, too, so whether you're out on the West Coast for a business trip or are planning a blow-out Californian family vacation, there's something for everyone.

Packages can be as brief or as in-depth as you like. The M Advanced course is a two-day intensive driver coaching programme that will hone your craft on track. It costs from \$4600 (£3500). A one-day driver's school in a BMW costs from \$849 (£650), or you could live out your inner Michael Caine and enrol on the Mini Stunt Course for \$750 (£575).

BMW offers a range of driving courses at Thermal Raceway



Cars belonging to the club, its members and race team tenants line the workshops



Non-members can (window) shop at the club's car dealership

to give up any of my memberships, Thermal is the last thing I would give up. It's been fantastic."

At Thermal, Paul in effect built a garage for his car collection, albeit a garage that "parties 60, dinners four and sleeps two". His collection is vast: multiple BMW M3s of all eras (some race prepared), a BMW M1, an Alfa Romeo GTV, a Ford RS 200, a Singer 911, an Ariel Nomad, a Mercedes-Benz CLK 63 AMG Black Series and a Revology Mustang GT R – and Gordon Murray's new T50 is on its way. There's more but you get the idea: he's got it bad.

Another member, Andy, tells me how he keeps four Ford Focus RSs, nearly one in every colour made, uprated for track driving, at his villa and views them as a cost-effective way to get his kicks without burning – literally – through costly cars and parts: "One caught fire and the bill for damages was only \$10,000. If it had been a Porsche or Ferrari, it would have been five times as much."

He talks of release from his job as a day trader and says the social side of the club is appealing.

The last word goes to Jeff Rodrigues, the track operations manager, who has been overseeing the circuit for seven years and has decades of experience to his name, working at the likes of the Skip Barber Racing School: "Projects like this are known more for their spectacular failures than their successes. Generally they're done by a group of individuals who pool their resources – all it takes is one or two people to get cold feet and it stops. Here, it's one person, it moves quickly and the standards never slip."

With that in mind, a second clubhouse is nearing completion. It will house two swimming pools, tennis courts, a kids' zone, a full spa sanctuary and guest bungalows – because even when you live in a villa with a garage that's larger than most people's home, having house guests doesn't get any easier. **A**

20 BEST BARGAINS FOR 2020

Shifting consumer demands, fickle fashions, new arrivals and more can all affect used values. John Evans predicts 20 bargain cars for the year ahead

A new year, new opportunities. In fact, 2020 promises to be packed with great car-buying opportunities, and as always, it's about knowing what to buy and when to buy it.

To help you, we've ruminated on this year's likely trends and the events that will shape them, and scoured the classifieds for bargains today that may be too expensive for you come tomorrow.

The new Bond film, the growth in popularity of used EVs, the continuing appeal of diesel, the emergence of some great cars at prices more of us can afford... it's all to play for in 2020. Happy hunting!



VW e-Golf FROM 2014

Our pick VW e-Golf 35.8kWh, 2017/67, 9000 miles, £19,500
Although an underachiever, Volkswagen's electric Golf has held the fort while the company prepared this year's major assault on the EV market. The e-Golf was facelifted in 2017 when it gained a bigger battery. Add all the usual Golf virtues and you're looking at a thoroughly well-rounded electric car. Expect prices to firm in 2020 as demand for affordable used EVs grows.



Jaguar I-Pace FROM 2018

Our pick Jaguar I-Pace S, 2019/68, 7000 miles, £49,999

Premium EVs such as the Jaguar I-Pace are still finding their price level on the used car market: the sector is in its infancy and buyers are in the driving seat. Don't count on things staying that way for much longer, though.



Land Rover Defender

FROM 1990

Our pick Land Rover Defender 110 2.2 D DPF XS, 2013/13, 69,000 miles, £25,000

You can never have too much of a good thing, so while demand, and therefore prices, for Defenders hardly need any help, more is likely to come in the shape of this year's all-new, and much more expensive, model. On top of that, there's the build-up to the launch of the new Defender-inspired Ineos Grenadier. So bag an original Defender before excitement and prices get out of hand. Preferably a late example, like our pick, with the four-cylinder 2.2 or 2.4 diesel engine.

Renault Zoe i

FROM 2015

Our pick Renault Zoe R240 i-Dynamic, 2015/65, 17,000 miles, £12,750

From 2015, it was possible to buy a Renault Zoe with the battery included and badged 'i'. We prefer this so-called 'battery-owned' solution, as do increasing numbers of Zoe buyers. Prices for this version will rise throughout this year, so buy one now.



Aston Martin DBS Superleggera

FROM 2018

Our pick Aston Martin DBS Superleggera, 2018/68, 8000 miles, £172,000

A new DBS Superleggera costs £225,000 but already you can find used ones from £175,000. Don't bank on previously loved examples being available at these prices for much longer, though. A Superleggera sharing screen time with Daniel Craig in his final outing as 007 could be just the exposure the model needs, and expect stronger prices to follow.



Triumph Stag

FROM 1970-77

Our pick Triumph Stag 3.0, 1977, 115,000 miles, £13,000

It's the Stag's 50th anniversary this year, and around 35% of the 26,000 cars ever made survive to this today. It's possible to find a sound and reliable Stag from around £10,000, but prices for the best are sure to rise as a chorus of 'happy birthday!' rings out.



BMW i8

FROM 2013

Our pick BMW i8, 2015/15, 30,000 miles, £41,000

Most new premium plug-in hybrids crash in value the moment they're registered. The i8 is such an example. New, the petrol-electric sports car cost £115,000, but today, a five-year-old example with low mileage can be yours for £45,000. In fact, according to valuation guide Cap, an i8 is worth £20,000 less at one year old and 10,000 miles than it was two years ago. But we predict the model will hit a price point when buyers consider it to be value for money, and prices will firm.



Porsche 911 (996)

FROM 1998-2004

Our pick Porsche 911 3.6, 2002/02, 52,000 miles, £19,995

The values of the first liquid-cooled 911s have been soft for ages, but signs are they're picking up. More are coming to market with their RMS seal, IMS bearing and other troublesome components replaced. Carrera 2 coupés are great value, and Cabriolets and Targas surprisingly so. Choose a facelifted 3.6 over the earlier 3.4.

Mazda MX-5 2.0

FROM 2018

Our pick Mazda 2.0 160PS Sport Nav, 2018/18, 18,000 miles, £15,000

Now is the time to buy a 2018-reg MX-5 2.0 while spring is still some way off. But not just any MX-5 2.0, oh no. Prices of the last 2018-reg 160PS models are being squeezed by the first examples of the uprated and better-equipped 2.0-litre version. Fortunately, the lower-powered car is still a delight to drive - just make sure its price reflects its reduced desirability.



Ferrari 360

FROM 1999-2005

Our pick Ferrari F360 Spider, 2002/02, 32,000 miles, £44,900

Each year brings its own 'bargain' Ferrari, and now it's the turn of the all-aluminium F360. Look hard and you might find a tatty one in the mid-£30,000s, but prices for honest cars start in the mid-£40,000s.

The 360 is that rare thing: a usable Ferrari that's also relatively easy to work on, even for a home mechanic. Among the many things to watch out for when buying are the condition of the engine mountings and timing belt tensioner bearings, which from around 20,000 miles can be damaged by vibration. If it's a convertible, pause the hood halfway through its cycle to check the ram seals aren't leaking.



BMW 1 Series M Coupé

FROM 2011-11

Our pick BMW 1 Series M Coupé, 2011/11, 41,000 miles, £33,980

Will 2020 be the year prices of the 1 Series M Coupé begin to soften? It cost £39,990 new, but in early January over a dozen were being advertised for between £40,000 and £62,950. But joy of joys, we found one for 'just' £33,980. It's in sought-after Valencia Orange and has done 41,000 miles. More tellingly, it's being offered by a BMW dealer.



Ford Mustang

FROM 2015

Our pick Ford Mustang 2.3T Ecoboost coupé, 2015/65, 28,000 miles, £20,000

Fancy a cheap UK Mustang in 2020? True, it's likely to be the cooking 2.3 Ecoboost, such as the 2015-reg with 28,000 miles and full Ford history for £20,000 that we found. That said, the 5.0-litre V8 version isn't too far behind price-wise, at least if the 32,000-mile, 2016-reg 5.0 GT we saw with a Ford dealer for £24,750 is anything to go by.



MG Midget

FROM 1961-80

Our pick MG Midget, 1979, 71,000 miles, £3695

This year we predict a rush for cars registered in 1979 as they become the latest generation to enjoy road tax exemption. Of course, you could buy an EV and dodge it that way, but it would be much more expensive and not half as much fun.



Mercedes-Benz S-Class

FROM 2014-2020

Our pick Mercedes-Benz S350d L AMG Line Executive, 2018/18, 17,000 miles, £37,000

You can buy a one-year-old S350d L AMG Line with 17,000 miles on the clock for £37,000, or half of its new price. Hardly surprising when online sellers are knocking out brand-new Grand Edition versions with £25,000 off, taking the price to £55,000. So what on earth is going on? Simply put, there's an all-new S-Class on its way. Loaded with advanced technology and offering a choice of plug-in hybrid and all-electric variants, it's set to be the limousine to have.





Jaguar F-Type

FROM 2013

Our pick Jaguar F-Type 3.0 V6 S convertible, 2013/13, 75,000 miles, £21,500

This year we'll see the first F-Types dip below £20,000. We've already seen a 2013-reg 3.0 S for £22,990. It's a two-owner car with full service history but it's also a private sale, which has to be worth at least £1500 off, especially considering the car's value at auction can be no more than £17,000.



Lotus Elan

FROM 1989-1995

Our pick Lotus Elan S11.6 SE Turbo, 1991, 83,000 miles, £7995

Prices for the wonderful Elan M100 start at only around £6500 for a tidy 1992-reg S1 Turbo with 100,000 miles. At the other extreme, £14,000 will get you into a Lotus dealer's mint 1996 S2 with 68,000 miles. Either way, it's not a lot for a future classic - if only that future would hurry up. Buy now.



Porsche Macan

FROM 2014

Our pick Porsche Macan 3.0 Diesel S PDK, 2015/15, 127,000 miles, £18,750

In its day, the Macan was the best SUV by far, with a £43,000 new price tag to prove it. Forward six years and prices of the first diesel versions with 100,000 miles are now around £25,000. However, we found a 2015-reg for £18,750. There are sure to be more as the year unwinds.



Citroën Berlingo Multispace

FROM 2008-18

Our pick Citroën Berlingo Multispace BlueHDi 100 Flair, 2016/66, 15,000 miles, £11,400

Brexit queues at Calais? It looks like the only solution to a great holiday in 2020 will be to stay in globally warmed Blighty and go camping - for which you'll need a tent and a car capable of taking it, all the gear and the family. Bring on the Berlingo Multispace.



BMW 5 Series

FROM 2017

Our pick BMW 530d M Sport auto, 2018/18, 11,000 miles, £27,300

Diesels are still here and, at least on the used market, they're still selling. Few make more sense than a BMW 530d. Our pick, a one-owner car with full BMW service history, equates to a saving of almost £25,000 on the new price. Buying it or another big Euro 6 diesel could well be your smartest motoring decision of 2020.



Rover 75

FROM 1999-2005

Our pick Rover 75 2.5 V6 Connoisseur SE auto, 2001, 23,000 miles, £3990

With Boris Johnson's oven-ready deal on the table, we forecast an upswing in interest from rose-tinted patriots for anything with a BL, MG or Rover badge. Our money's on Rover 75 V6s - a kind of poor man's Bentley but built by BMW rather than VW. Meanwhile, for something truly special, bag an MG ZT 260 powered by a 4.8-litre V8.



How to win an F1 race without leaving home

F1 is targeting younger audiences with its e-sports series, but can playing on a screen rival the real thing? Tom Morgan visits Renault's e-sports operation to find out

PHOTOGRAPHY LUC LACEY

The future of Formula 1 can be found not only on a race track but hidden deep inside an imposing concrete bunker on the outskirts of Oxford.

This small corner of the Renault F1 team's operations base is where a new generation of drivers trains for competition on virtual circuits rather than real ones. Instead of full-blown simulators that cost millions, they use PlayStations, and anyone with a copy of the latest official F1 game can get involved.

Welcome to the burgeoning F1 e-sports scene, part of a push by the sport's owners Liberty Media

to attract younger fans. Renault Sport's commercial director, Antoine Magnan, gives some context: "The average F1 viewer is 39 years old. Eighty percent of e-sports viewers are younger. It brings our sport and motorsport in general to a much wider audience." Last year, that audience was 5.8 million viewers, who tuned in largely through YouTube and game-streaming website Twitch rather than via traditional broadcast TV.

The Formula 1 Esports Series holds four fast-paced live events per season. Each one comprises three races,

run to one-third of real-life distance. Competition is fierce, with every team effectively using a differently liveried version of the same virtual car. Drivers can tweak their set-up and choose tyre strategies, but no

single team dominates proceedings. Renault finished bottom in the 2018 season but ended last season in fourth. And Mercedes failed to take a single podium in 2019 – a far cry from the real thing.

Every constructor involved in real-life F1 must field an F1 e-sports division, but Renault's involvement goes further than a logo on the branded jerseys worn by its players. They have access to the same fitness programmes as Renault Academy drivers, focusing on postural work to avoid aches and pains after spending eight hours a day in a bucket seat. "If



Renault drivers practise for eight hours a day



39

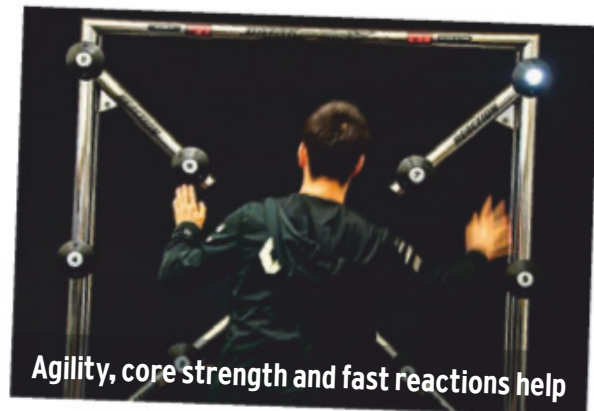
Average age of a Formula 1 viewer. E-sports audiences are typically much younger

£183 million

Total prize money paid out across all e-sports in 2019



Morgan sees how quick you have to be to challenge Opmeer



Agility, core strength and fast reactions help

we know it works, we'll employ it for e-sports," says head of Renault's Human Performance Centre, David Thompson. "The physicality may be different, but they still need to perform."

The goal isn't to prep players for real racing, just to keep them performing as best they can in e-sports. But Renault's star player, Jarno Opmeer, actually has some on-track experience, having competed in Formula Renault Eurocup. "I think it gives me an edge over other players," he says. "Some of the drivers are really good, but they don't have the racecraft and track placement knowledge that comes from real driving."


Opmeer lives close to Renault's Enstone-based facility and puts in around eight hours of practice per day. As in real-life F1, drivers have to perform in order to retain their seat. Tens of thousands of players compete in online qualifiers each year, with the best going into the series' Pro Draft, from which drivers are selected to represent F1 teams in the Pro Series.

Opmeer sees e-sports as a viable career and F1 is the series to be in. "At the moment, it's the biggest sim racing competition in the world, and the biggest chance to get into real-life racing, simply because there are so many big manufacturers involved."

Others argue that e-sports isn't a replacement for karting as the first rung on the motorsport ladder. "You don't have the aspect of danger,"

Formula 3 and Renault Academy driver Max Fewtrell says. "Contact doesn't have the same consequences. Karting is a different ball game, trusting the downforce, feeling the grip and knowing what you need to do in a given corner."

Daniel Ricciardo's Renault F1 seat may be safe for now, then, but the virtual side of F1 isn't going to disappear any time soon – especially as it carries a fraction of the costs, logistics and CO₂ emissions of the real thing, which is hoping to reach an ambitious sustainability goal of 'net-zero carbon' status by 2030.

More important than that to fans, though, is whether the racing is actually fun to watch. Can virtual F1 races on a screen ever be as exciting as watching the genuine article? "Don't forget most people watch F1 on a screen as well!" Renault F1 reserve driver Jack Aitken is quick to point out. "I think as long as you can let go of any preconceptions, watching an e-sports race is quite exciting, as the cars are all equal and the drivers are very, very good, so the skill is still there." 

VIRTUAL CARS, REAL TELEMETRY

The F1 game isn't a full simulation, but it's still astonishingly detailed. There are more than one trillion different car set-up combinations available to players and every in-game car produces more than 200 data points that are analysed by Renault F1's IT staff. The ops centre, a necessity of modern F1 due to the maximum number of on-site technical staff permitted per race, would be bustling on a grand prix weekend, but it now performs double duty analysing e-sports replays.

"The game lets us use our technology without impacting the F1 team's season," Renault F1 IT manager Ben Hampshire says. "We can use the telemetry to make the same kind of throttle adjustment and brake bias suggestions as the real F1 car."

Currently, analysis is done after the race, but next year, players could be updated in real time over the radio. "Into 2020, we want our engineers to treat each e-sports event as a real race event," says Hampshire.



Renault e-sports star Opmeer has real-life racing experience

YOUR VIEWS

WRITE TO
autocar@haymarket.com

False impressions

I agree with David Bartholomew: used car buyers prefer ads that show cars in their home environment and not against a purely picturesque and possibly misleading backdrop (Your Views, 24 December).

I live within a smallish group of smart houses, the majority of which are bungalows, all having neatly trimmed lawns unencumbered by fences or hedges. To this rather idyllic scene we have to add the several young men who regularly visit two or three times per week to take myriad photos of cars of varying types and age. These are then, no doubt, quickly uploaded to car sales websites in the rather dubious attempt to convince a potential purchaser that, with the neat houses and gardens in the background, the seller is someone who can be trusted.

Michael Knight
Via email

The offside rule

The Volkswagen Grand California road test (Autocar, 2 January) was very interesting and many people swear by these vehicles, but the testers did not pick up on the obvious flaw: the side door is on the offside.

For a vehicle costing just under £87,000 (as tested), this is unacceptable. Imagine pulling into a lay-by to stop for a break and you've got children on board... It doesn't bear thinking about. If all delivery vans can have a nearside door on the UK market, why not this one?

Julian Booth
Via email

Swede dreams

Great to read your road test of the Volvo S60 (Autocar, 24 December). I've long had a special place in my heart for the brand and really want to see it succeed. I've tried to be a customer but dealer issues prevented that. I still hope for great things from the brand, though.

The S60 could be it but, with a starting price near £40k and a mid-range just shy of £50k, who is Volvo kidding? A full-fat Audi A4 Black



S60's pricing is unrealistic, says Tim



LETTER OF THE WEEK

Why diesel still wins it for me

I would love to buy a car that has less of a negative impact on our planet than traditional fossil-fuelled cars. However, the final report on your long-term Honda CR-V Hybrid (Our Cars, 2 January) is yet another example of the quandary I recently found myself in.

I drive 15,000 miles a year, about a third of which are to Italy and back on holiday. So I thought about what I can buy that is efficient, comfortable, quiet and spacious and would get me there and back in a reasonable time.

This, along with the extraordinary purchase price, eliminated battery-electric cars straight away. So I researched alternative choices online – and eventually gave up frustrated with the lack of options available and bought a Mercedes-Benz GLC 220d. It was less than £40,000 and has returned over 40mpg in the first 3000 miles of ownership – all without a plug socket in sight.

I do hope the next generation of vehicles will make the choice to go electric a no-brainer.

Anthony Brooks
Via email

Edition beats all that. I even got my Q5 for a splash over £40k. Sorry, Volvo, but a rethink is needed. And I still hope for the best.

Tim Washington
Via email

Future imperfect

As any Autocar writer or reader will tell you, the pleasure derived from driving an ordinary car is mainly about how it feels and handles. There are other factors, but these are the most important.

I was having a pint recently with a semi-retired professor friend who has been helping a student with his thesis on active suspension systems in everyday cars – past, present and

especially the future. I remarked that with the advent of autonomous cars for the masses, wasn't the whole thing a bit pointless as feel and handling will be irrelevant? To my surprise, my prof friend entirely agreed but said the student still had to complete the research.

If our automotive boffins are already resigned to this, the future of pleasurable motoring looks bleak indeed.

Stuart Underwood
Weston-super-Mare

Stale, pale, male fail

I was quite disappointed to see that Autocar is choosing to shun the changes that are all around us by

WIN
Letter of the week
wins this ValetPRO
exterior protection
and maintenance kit
worth £48



Does Vauxhall need an image change?

not moving towards equality of sex and race. I was quite surprised that in Steve Copley's 'My stars of 2019' (11/18 December), there was not one single woman listed and that all the men were white with an approximate average age (lowered thanks to the inclusion of Mate Rimac) of over 50.

Lee Williams

Harpenden, Hertfordshire

These are very fair points. I especially let the side down with my 'heroes', as you point out. There is, of course, a broad spectrum of stars across the industry and we will try harder in future to reflect it. Please keep your own eye out for contenders for a more diverse list, Lee, and prompt me (or us) during the year or at the end of it. We'll take notice – SC

Initial thoughts about Vauxhall

I could not agree more with you about Vauxhall's image (Comment, 8 January). I've long thought that a big part of Vauxhall's image is its name. It's as fuddy-duddy as a bag of Werther's Originals enjoyed with a copy of The People's Friend.

I think Vauxhall needs a complete rebrand. Taking a leaf out of BT's and LV's book, 'VX' would seem a dynamic, contemporary name that's also a nod to its considerable British heritage.

Ian Mackay Smith
Yateley, Hampshire



What would Greta say?

You select as a 'wild card' the Bentley Continental GT V8 S (Buy Them Before We Do, 2 January) and conclude by saying: "If you have to ask what the economy is..."

If you were reporting this to Greta Thunberg, I am sure she would ask exactly that question and no doubt, on hearing the answer, would then tell you just what to do with the car!

She would then give you a lecture on what to do with all the other cars with similar levels of 'economy'.

I do not think she would be telling you to drive it home and use it for your everyday motoring.

Christopher Baker
Brigg, Lincolnshire

BMW leads the way

I am delighted that BMW continues to be bold with its styling and 'defiant'. To my eyes, almost of all its designs from the days of former design chief Chris Bangle onwards have been fantastic and are a pleasure to see on the road. They go some way to making up for the generally drab designs of Mercedes, Audi and, sadly, particularly Jaguar.

Adam Tedder
Via email

What sets Defender apart?

I've not driven the new Defender yet but, on close inspection at my local JLR dealer, it really seems a triumph of design over purpose. For a start, it'll not cost a lot less than my Range Rover Sport, and it doesn't seem to have any additional space for stuff, as well as being about £10k too expensive.

John Wallinger
Upton Grey, Hampshire

Hell for leather? Not yet

You questioned whether leather in car interiors will become akin to wearing fur ('Plans and predictions 2020', 8 January).

Cattle aren't killed for their hide, unlike the victims of the fur trade. Only when beef and milk consumption cease will leather become part of such a debate.

However, that's not to say having alternatives now isn't a good idea.

Steve Butterworth
Via email



Can you spot the VW Grand California flaw in this pic? Julian can

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 29 JANUARY



COMPARISON

Hybrid SUVs: which is best?

This new breed of SUVs from the likes of Honda, Lexus, Subaru and Toyota aims to offer a true all-round package. We pick the best



DRIVEN

Mini Electric

The third coming of the small car icon sees it turn electric. We rate it



FIRST DRIVE

Honda E

City car impressed as a prototype and now it's production ready

EVERY WEEK



LONG-TERM TEST

Skoda Superb Estate

Is Skoda's big estate as appealing as ever? We're about to find out



ROAD TEST

Nissan Juke

Small SUV simply must be a success to stop Nissan's dwindling sales



USED BUYING GUIDE

Porsche 924

It was the first front-engined, rear-drive Porsche. Here's how to buy one

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OUR CARS

FEATURED THIS WEEK



FORD RANGER RAPTOR



MG ZS EV



MERCEDES-BENZ E300de



PEUGEOT 508 SW



VOLKSWAGEN TOUAREG



VOLVO S60



VOLVO S60 T5

Slick Swedish compact exec arrives to have its mettle tested as a daily driver

FIRST REPORT

WHY WE'RE RUNNING IT

To find out if the magic touch Volvo has with its premium SUVs translates to this compact executive saloon

Volvo's recent renaissance is no longer news – we're now as well versed in this Swedish success story as the decades-old musical export from the same country. Yet much of the firm's good fortune since being taken over by Chinese giant Geely can be attributed to its ever-expanding, and ever-popular, XC SUV line-up. Until now, the more traditional saloons and estates have taken a back seat. Which is where our S60 comes in.

The compact executive class might

not be as fashionable as it once was but it's still a lucrative place to be, and as recently as December last year the BMW 3 Series was a top-six seller in the UK. So there's plenty of hay to be made for Volvo if the S60 is up to scratch. Still, it can't do any worse than its ageing predecessor, which barely notched up 1000 sales in 2018.

So we're going to spend an extended period of time finding out whether the handsome S60 has the talent to take a sizeable piece of the saloon car action. Sure, it may not be as sharp to drive as a 3 Series, but will some of Volvo's traditional virtues of comfort, refinement and, well, just a general sense of well-being offset its less dynamic nature? In the process, we will be spending time with a number of variants, including

the novel plug-in hybrid T8, but before that there's this T5, which is expected to be the most popular choice among buyers.

So what exactly have we got? After initial concerns about the firmness of the ride in early R-Design models, we decided to go for a more modestly wheeled and softly suspended Inscription, which is essentially the luxuriously appointed flagship.

However, well equipped or not, when you start to play with the online configurator it's hard not to be tempted by, ahem, a few options. As a result, our eye-catching Fusion Red metallic (£675) example has extras such as the £750 Active Four-C Chassis (that's adaptive dampers to you and me) and the £1625 Intellisafe Pro system, which adds

some automated driving tech such as adaptive cruise control and steering.

Elsewhere, there's a £350 Winter Pack (heated steering wheel, windscreen and washer jets), plus heated rear seats (£200). A £375 reversing camera augments the standard sensors, while the £1100 retractable towbar has been added so we can use the family's bike rack. Arguably the greatest indulgence is the addition of the Bowers & Wilkins hi-fi upgrade, complete with its 15 speakers and 1100W output, for an eye-watering (or should that be ear-bleeding?) £2500.

All in, the total is a – gulp – hefty £46,940. Yet before we could get to assess the fruits of profligacy, there was the small matter of getting our S60 built and shipped, which is no



The styling looks even better in the metal; it rides nicely, too

“Even when gently worked, the engine is a lusty performer and nicely isolated”



S60 shares many of the S90's qualities but is more manageable on the move



Cream leather trim gives a sophisticated ambience to the cabin

small feat when you consider that this car is manufactured in South Carolina rather than Sweden.

While we waited, Volvo gave us the chance to try out its larger S90

SECOND OPINION



The minimal yet stylish interior makes the S60 pleasant and relaxing on the morning commute, but will this be a car you take out for weekend fun? Its German rivals aren't short on driver appeal, so hopefully our time with the Volvo will show that it can deliver entertainment as well as Scandinavian good looks. **TM**

saloon. It's been around a few years now, but it's built on the same SPA scalable architecture, and in the T5 R-Design form tested it features the same 247bhp turbocharged 2.0-litre four-cylinder engine and eight-speed automatic gearbox. It had been a while since I'd had a spin in the big saloon, but I was pleasantly surprised by both the performance from the engine and its refinement. It's not a characterful unit to the ear, but in the S90 it's muted and delivers effortless urge, particularly in the mid-range. However, as someone who remembers the Volvo 850, I still feel a pang of disappointment that these days anything with a T5 badge goes without the old car's

S60 can deliver these traits in a more compact and less pricey package, then Volvo could be onto a winner.

And certainly that's what it feels like now the S60 has arrived. It was delivered with just 500-odd miles showing on its TFT display, so we're still in the running-in period, but already there's a sense that it has all of the larger car's qualities but with an extra dollop of wieldiness and a larger helping of ride comfort.

Even when gently worked, the engine is a lusty performer and nicely isolated, while the gearbox swaps between ratios with speedy smoothness. It looks great, too, with far tauter lines in the metal than you'd think, while the rear-end treatment is much more effective

distinctive syncopated five-cylinder soundtrack.

Handling sparkle was in short supply in the S90, but it was at least composed, sure-footed and precise, although the trade-off was an underlying firmness to the R-Design's stiffer suspension. That said, the beautifully executed interior was supremely quiet and the seats are among the most supportive there are. If the

than that of the slightly blobby S90.

Yet it's the interior that's the real star, with its minimalist Scandi style and top-notch finish. The light cream leather and driftwood inlays only enhance the feeling of cool sophistication – although they're not best suited to the on-the-go dietary habits of my two young children. Crucially, the front seats keep you supported in all the right places. As an oasis of calm in an increasingly frenetic world, the Volvo takes some beating. It's still very early days, but I sense the S60 and I are going to get along very well.

JAMES DISDALE

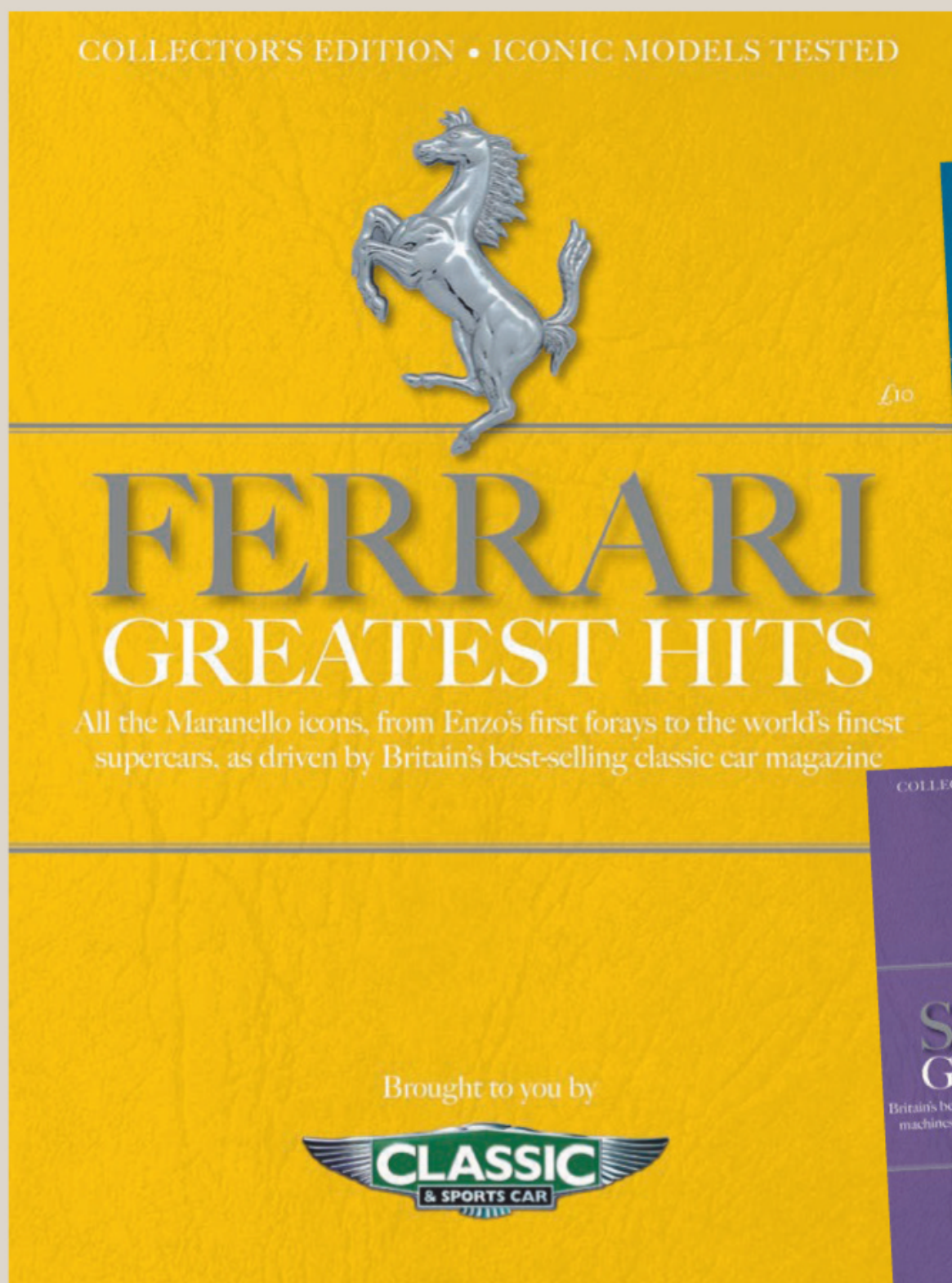
TEST DATA

VOLVO S60 T5 INSCRIPTION

Price new £39,185 Price as tested

£46,940 Options Bowers & Wilkins sound system £2500, Intellisafe Pro £1625, retractable towbar £1100, Active Four-C Chassis £750, Fusion Red metallic paint £675, rear parking camera £375, Winter Pack £350, heated rear seats £200, plastic load compartment mat £180 **Economy** 27.7mpg **Faults** None **Expenses** None

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AVAILABLE NOW!



VOLKSWAGEN TOUAREG

It continues to be a hugely capable all-rounder – but do give that door an extra shove

MILEAGE 8349

WHY WE'RE RUNNING IT

To assess the ownership implications of a car that finds huge favour with existing owners yet those who don't know it increasingly love to hate

The Touareg didn't do many miles over the Christmas/New Year break, even though it's the kind of car that might have done, what with the usual twin priorities at this time of the year: toting lots of people and stuff, and coping at times with snow and ice. However, neither need came to pass in our household: we led a pretty sedentary life for 10 days, and when there were miles to do, we did them in smaller cars that better fitted the crowded marketplace car park.

This didn't stop the big VW from occupying our thoughts, though. It was a golden opportunity to realise how much less smooth and quiet rival cars usually are, and how inefficient their seat heaters appear to be by comparison. One thing that seems

LOVE IT

ALL-ROUND VERSATILITY

Big VeeDub can do everything short of fitting down ultra-narrow city streets. Fast, smooth, comfortable, durable and even economical.

LOATHE IT

INFOTAINMENT CONFUSION

Central info screen gives access to a huge number of functions, but it's hard to fathom them all. You resort to the ones you strictly need.



Roomy cabin's main screen is a mine of info, if you know how to access it

to follow you if you get into Touareg ownership are observations by other owners – of new models and old – about how many miles and tasks they've put their own cars to.

However, there's a new thread, too: a tendency for those with smaller models to come over all judgmental about your choice, regardless of the fact that their machine often can't get close to our Touareg's near-40mpg average or its low CO₂ output. Sure, life's going to have to change a lot more, but to pretend that efficiency hasn't already improved out of sight over the past few years is quite wrong.

It's very odd how gremlins that hardly came to notice in the beginning grow in irritation value, even when you're talking about a model as all-round excellent as the Touareg. One of these is the way the driver's door rarely closes completely when you use the same level of effort on it as you do with other apertures (and cars). Use 20% more muscle and it closes perfectly, but the fact

remains that it's different from the others. It illustrates (in a minor way) one of the issues with today's long service intervals: you live with small irritations for longer than you once did, because they're not worth a separate visit to the dealer...

Other irritations can lessen with familiarity, though, such as the infotainment system's tendency to confuse. The screen and surrounding hard keys are large and easy to follow, but there's precious little logic to the hierarchy you need to operate them. It took me a week or two to know how to adjust the steering wheel heating (I know, we're damned lucky to have that facility at all) and I'm still fathoming the way conditioned air flows from the dashboard.

I've tried looking it all up in the handbook – and in the quick-start guide for that matter – but was driven away by small (or a lack of) diagrams, ill-defined functions (maybe down to translation) or the sheer inadequacies of my own brain. I've long since

learned the major functions (such as the three-step operation needed to turn off the infernal lane keep assist gizmo) and I even defend this system for its depth of capability when others start complaining about it – but I do have the lingering feeling that pretty soon, car systems and info systems are going to have to strike a better relationship.

Not that much of this limits the Touareg in day-to-day use. Long ago, it became one of those default choices: you nearly always choose it unless you need something unusually small or unusually inspirational. Under normal circumstances, it's enjoyable, if slightly stately, to go about in and one of its major strengths is that your passengers, elevated and in plenty of space, are almost guaranteed to enjoy it, too.

Looking back over the above, it reads like a somewhat fulsome list of complaints, which is emphatically not what the Volkswagen Touareg R-Line diesel V6 deserves. If I were to be locked up with one do-everything car for the next 100,000 miles, this would be close to the top of my list.

STEVE CROPLEY

TEST DATA

VOLKSWAGEN TOUAREG 3.0 TDI 286 R-LINE 4MOTION

Price £58,335 Price as tested £67,986.50

Faults Front door catch adjustment

Expenses None Economy 39.5mpg

Last seen 24.12.19

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MERCEDES-BENZ E-CLASS

Weight and size don't impede its ability to satisfy its driver



MILEAGE 10,222

WHY WE'RE RUNNING IT

Because a plug-in hybrid diesel seems like the best of both worlds. But can reality live up to the theory?

I want this week to talk about handling, which might seem an odd topic of conversation when the subject is a two-tonne estate car, but I beg to differ. The heavier a car becomes, the harder it is to make it handle well, and therefore the more important it is that such efforts are made.

And by 'handle', I don't mean a car's ability to go sideways and lay rubber across three different postcodes, or at least that's not what I mean today, but rather the perhaps more important ability to always feel pleasant to drive. In this regard, the 300de does better than you might expect from a car of its size, configuration and mass.

Then again, Benz has almost always taken pride in the way its big cars steer. I remember – and we're probably going back 27 years now – editor-in-chief Steve Cropley had

LOVE IT

DRIVER FOCUS

I love that it matters to Mercedes-Benz that even a diesel hybrid estate remains a fundamentally engaging car to drive.

LOATHE IT

VOCAL INTERJECTION

The uncouth voice of stone-cold diesel engine when it cuts in after 20 miles of electric-only driving.



It behaves well in corners, given its bulk

a long-term W140-series S500 SE in which I spent a glorious few days roaming around the south of France, and half my lifetime later, it's not the ride or refinement I remember but how improbably good it was to drive. You'd just use the three-pointed star on its bonnet as a gunsight, aim the nose into the corner and the old girl would heel over but never deflect so much as a degree from your chosen line.

I'd not say that in this modern era and relative to its rivals, the 300de is that good, but most of the time it does an excellent job of masking its mass, which, you may recall, is a thumping 265kg more than it would be without its hybrid motor, batteries and ancillary equipment. What matters most is that the steering remains uncorrupted. It's perfectly weighted and pleasingly linear and it retains its accuracy.

And the chassis is happy to play along, at least up until a fairly well-defined point. The damping exercises decent control over vertical body movements and seems fairly oblivious to changes of surface and camber. Of course, it's not that difficult to upset it, particularly if you're carrying a

full load, but who'd go driving fast in such a car with a boot load of clobber and your wife and children on board? Not me, for sure. I'm not nearly brave enough.

Instead, I choose to savour that other chassis characteristic: its superlative ride. 'My' 300de has air springs at the back only (which are standard) and not at the front (optional) so I'm denied the full magic carpet, but I'd still back the Benz to outride any other similarly equipped rival. And I spend far more of my time appreciating that than finding out how fast it can tackle any given corner.

The next time I report, I'll probably have to qualify all of the above because, as I write, I am told its winter rubber has arrived. Where I live in the Welsh borders, we've barely had a winter at all so far, so I'm hoping it will turn up before the car goes back to Mercedes at the end of March. I suspect that with the car's long wheelbase, huge torque, rear drive and some chunky tyres, I might on a light covering of snow even find an inner hooligan lurking within those smart but sedate lines. Here's hoping, anyway.

ANDREW FRANKEL

TEST DATA

**MERCEDES-BENZ E300de
EQ POWER SE ESTATE**

Price £49,700 Price as tested £58,115

Faults None Expenses None

Economy 59.3mpg Last seen 8.1.20

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MG ZS EV

MILEAGE 986

LAST SEEN 22.1.20

I've discovered the one thing the ZS can do better than almost every other EV I've driven. Its charging cable is simply colossal – far longer than that of the Jaguar I-Pace or Hyundai Ioniq I compete with for our office's limited charging facilities. While those models have to park in specific bays so their shorter cables can reach, I can squeeze in alongside and plug in with no hassle. **TM**



Ford Ranger Raptor

MILEAGE 13,400

LAST SEEN 15.1.20

Novices to pick-up bed rails (me) might think that to slide them you merely need to spin these locks (pictured). But that just unlocks the rail cap, exposing the bolts that you then actually loosen before you can slide the rails back and forth along the bed. Which, when you consider the loads you might secure against them, makes much more sense. **MP**



Peugeot 508 SW

MILEAGE 4868

LAST SEEN 24.12.19

Living down a narrow cul-de-sac lined with 1960s-sized parking bays (read: small), I'm often nervous about arriving home with long estate cars. Yet I found the 508 SW easy to slot into a space. The sensors and cameras undoubtedly helped, as did decent all-round visibility. The small steering wheel of the oft-criticised i-Cockpit deserves credit, too. **JA**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE
ALMOST
BOUGHT
THIS WEEK



FORD GRANADA SCORPIO 2.9 24V COSWORTH

We were all set to snap up this bargain 201bhp Cossie, a 1994-reg with 103,000 miles, for £600 when some bright spark spotted it had no MOT. A rusty underside, apparently. Still, given that elsewhere someone is asking £8750 for a mint 1991-reg with 125,000 miles, it might make a rewarding project.



James Ruppert

THE HIGH PRIEST OF BANGERNOMICS



Land Cruiser will do whatever you ask – and keep on doing it

A 4x4 YOU CAN DEPEND ON

Which hard-grafting off-roaders get the job done, every time?

Weeks, if not months, of seemingly relentless rain have made it very wet and very muddy outside, and so thoughts inevitably turn to 4x4s. Reader John knows his stuff, having bought a Nissan Pathfinder brand new and put it to some serious hardcore use. As he told me: “The engine is and always was rough but the thing did the job and was robust and reliable, provided it was regularly serviced. The car has now accumulated 188k miles, having been put to all imaginable uses.”

I still struggle to recommend Land Rover products. I know people with good Discovery experiences, but I’m not one of them. The reliability stats, based on warranty claims, prove the point that apart from a Mk1 Disco and maybe a classic Range Rover that will in any case cost gazillions to sort, you are better off with the 4x4 workhorses of this world.

My go-to hardest-working 4x4, based on real-life experience, has to be a Toyota Anything At All. Obviously, though, if like John you are replacing a Pathfinder, it would need to be a Land Cruiser. John will buy new on a PCP but, for fun, let’s look at what a decent amount of money – around £16k – will buy used.

I was rather taken by a 2008 3.0 D-4D with 63k miles, a full Toyota history and a £15,800 price. That would be strong money for most 12-year-old 4x4s but is actually very good value for a Cruiser. Plus, this

has eight seats so that makes it an MPV, but much more useful.

Other comfy, last-forever 4x4s include the Mitsubishi Shogun and I had a decent experience over a year with one. Significantly, £15k gets you a very contemporary 2016 3.2 Di-D 4Work SG2. Okay, it is a van version, but it has 77k miles, leather and 18in alloy wheels. Mind you, a seven-leather-seat 2014 Di-D SG3 with

60,000 miles is just £15,250. Again, we have a proper service history, it’s a one-owner car and it has 18in alloys. A dealer is selling it so there is a proper warranty as well.

I feel like digging up a Mercedes G-Wagen and you can pick up a 1991 3.0 GE 300d with over 100k miles and a measly 88bhp but in tidy condition for a bit over £15k. It won’t be very comfy, though.

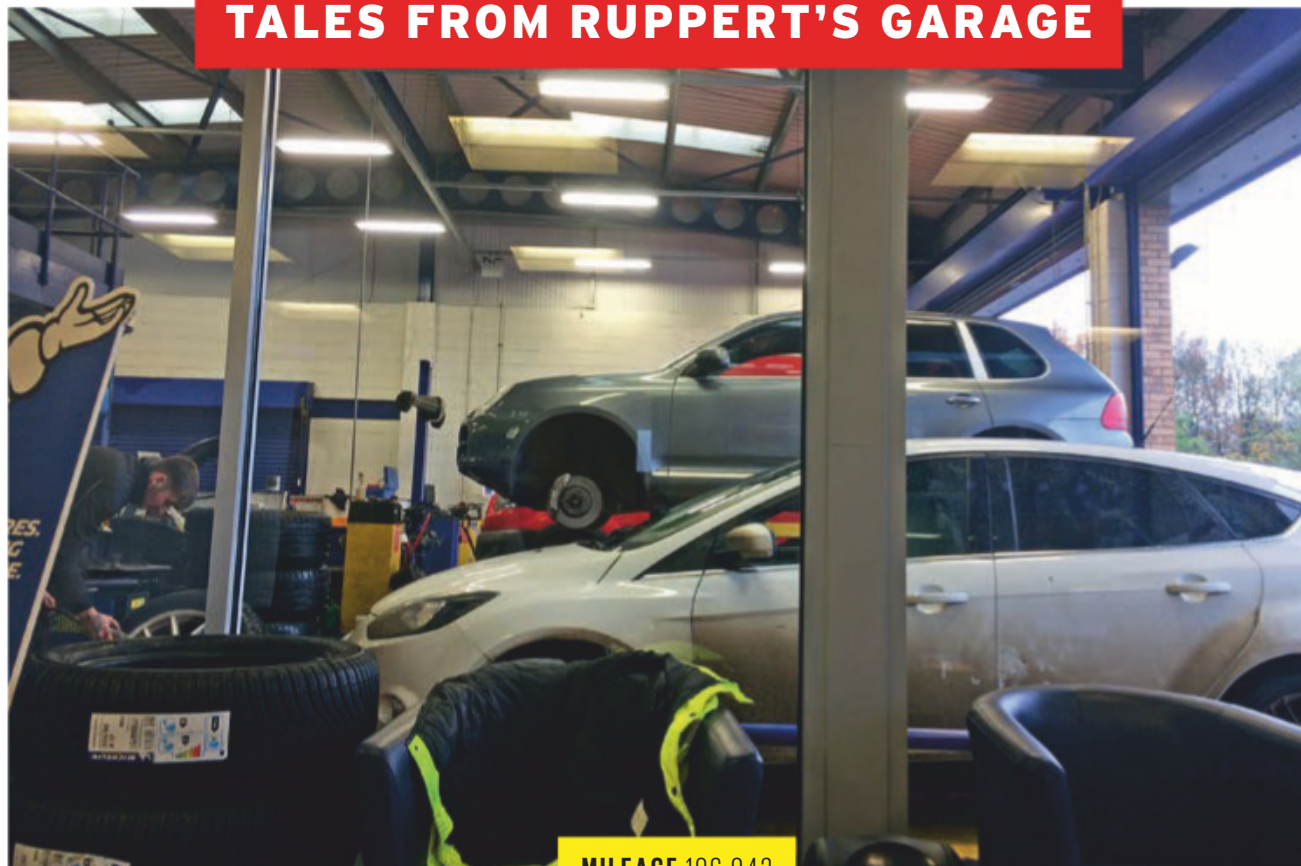
That sort of leads me to looking at Jeeps. I tell you what: a 2012 Grand Cherokee 3.0 V6 CRD Overland with 65k miles, for dead on £15k, seems like a not half bad way to travel if you plan on towing stuff, or just doing some hard work. It’s plasticky, but not too bad as a day-to-day prospect, and just the thing to get you through the winter crud.

“
My go-to hardest-
working 4x4 has
to be a Toyota
”



Our £16k budget will net a 60k-mile 2014 leather-lined Shogun

TALES FROM RUPPERT'S GARAGE



MILEAGE 106,043

PORSCHE CAYENNE

As I mentioned a fortnight ago, there was a crisis with the Flying Pig involving tyres and, in order to cope with a busy Christmas period, I had to get a set of tyres to keep the show on the road. One garage said they would not replace just the one damaged tyre but would have to replace the entire set. Their quote was £600, so I went off on a 'who would do the best deal?' quest.

It turned out to be Kwik Fit, which quoted comfortably below £500 for some tyre I'd never heard of. Even so, I went for them. So far, we haven't fallen off the road so they must be pretty good.

READER'S RIDE



Rover 75 2.5 V6 Contemporary SE

David Robertshaw decided to buy a car he'd admired but never driven, a Rover 75: "It had a bulging history file full of invoices. The first owner had spent a fortune on it. It also had a full MOT. I spent a weekend fixing various minor issues before putting it into daily service.

"I've now covered around 3000 fault-free miles in the six months since buying it. I love the sound of that KV6 engine and the traditionally styled interior, although it is pretty heavy on fuel. My best is 37mpg on a run. However, it does drop below 20mpg on my commute!"

READERS' QUESTIONS



QUESTION

I am considering buying a used Mazda CX-5 but have heard that Mazdas get more rust more often than other makes. Is this a true issue with them?

Mihail Iliev, Sofia, Bulgaria

ANSWER

Ask enough people and you're sure to hear stories of rusty Mazdas, and rusty Fords, and rusty Vauxhalls... Independent vehicle inspector Michael Ward says most makes rust eventually and it can break out in damp areas behind body cladding, bumpers and undertrays. Galvanised steel helps put the brakes on body corrosion but offers only sacrificial protection, with the zinc element corroding before the steel. Where you live also plays a part. For example, pine forests, such as those in Bulgaria, produce very acidic soil that washes onto roads and rusts cars. **JE**



QUESTION

I thought an electric car would make the ideal towing vehicle, given all its low-down torque, but it seems no one makes an EV that can tow. Why not?

Colin Skinner, Harrogate

ANSWER

In fact, there is an electric tow car but it's an expensive one: the Tesla Model X. It has a generous braked towing limit of 2250kg but costs from £83,000. The reasons other EVs can't tow are that they're already heavy without a trailer to tow as well, concerns about what effect a heavy trailer would have on the car's energy regeneration system and the effect towing would have on the car's range. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com AND READERS' QUESTIONS TO ✉ autocar@haymarket.com

AS GOOD AS NEW

VOLKSWAGEN UP

Prices of used ones may incline you to think the only way is Up. **John Evans** reports

These are uncertain times for Volkswagen's mini marvel. Complex emissions rules threaten to consign the Up and other city cars to the dustbin of history, with only electric versions of group siblings, the Seat Mii and Skoda Citigo, clinging on and, hopefully, prospering.

For now at least, there are still both petrol and electric versions of the Up. Launched in 2014 and updated in 2017, the e-Up EV has a range of 99 miles. It's a rare bird on the used market but an example of VW's ambitions for its little city car. Putting the e-Up to one side, at the lower end of the Up model range is the 1.0 60 Take Up 3dr and at the other the daft-as-a-brush Up 1.0 115 GTI.

The Up was launched in 2012 but here we're interested in the facelifted version from 2016. Highlights included a more powerful 89bhp Up 1.0 90 TSI, sitting above the existing 59bhp 1.0 60 and 74bhp 1.0 75 engines, plus restyled headlights, standard-fit LED daytime-running lights and new bumpers. Smartphone integration and fresh colours and styling packs were new, too.

There were also some new trims in addition to the core Take Up, Move Up and High Up trims inherited from the pre-facelift Up. Partly because it's offered with all engines bar the 115 GTI, the most popular among these bonus trims on the used market is Up Beats (VW's puns aren't Uplifting), with its 300W sound system.

Back to the three core trims and easily the most popular and plentiful

is mid-spec Move Up. It has all the kit you need in a city car, including a smartphone-based media system, air conditioning, a split-folding rear seat, electric windows, central locking and driver's seat height adjustment. It's got alloy wheels, too. They look good but check for kerbing.

It's a pity Move Up is available with the 59bhp engine only. Like all Up petrol motors (there's no diesel), it's a three-cylinder affair with a pleasingly raspy exhaust note, but while its heart's in the right place, you do have to work it. It wouldn't matter but for the fact that even on healthy models, the gearchange action is a little baggy and obstinate. While you're getting used to that, check for clutch slip. Worn or problem clutches do appear to be an issue.

The more powerful 1.0 75 is just as economical but barely any quicker. In any case, it's available on more expensive High Up and Beats trims only, so is less plentiful.

The 1.0 90 TSI, also confined to High Up and

Beats models, supplies a little more low-down urge and is a more capable motorway tool. However, it's even rarer. Top of the pile is the 1.0 115 GTI, to which we awarded four stars for its moments of handling brilliance, design appeal and value. We were less taken with the engine and gearchange.

Across the range, prices go from around £5000 (or from £2500 if you count pre-facelift cars) to £15,000, which only shows what splendid value the Up is. Buy one before they're gone.

TOP SPEC PICK BEATS

Those cool audio people have packed a 300W sound system into this top-spec Up, which is based on the High Up, with its heated seats, alloy wheels and smartphone-based sat-nav.



There's useful kit and quite generous space in the front

FAMILY HATCHBACKS BEST LEASE DEALS



FORD FOCUS 1.0 ECOBOOST 100 ZETEC NAV

£699 deposit, £233 per month, 36 months, 10,000 miles per year
Top of the pile for handling and ride comfort. The Focus won't disappoint for space, either, but it doesn't quite have Golf levels of fit and finish.



KIA CEED 1.0T GDi ISG 2

£589 deposit, £196 per month, 36 months, 10,000 miles per year
First-class effort in an intensely competitive segment. The Ceed has new-found levels of ride and handling sophistication, and plenty of space for four. Better interior materials would be welcome, though.



BMW 118i M SPORT

£820 deposit, £273 per month, 36 months, 10,000 miles per year
If you can't beat 'em... The current 1 Series junks its traditional rear-drive layout for front drive, gaining a roomier rear cabin and a bigger boot on the way. Still fun to drive, it's our pick of the premium hatches.

NEED TO KNOW

- If your licence only permits you to drive an automatic or it's your transmission of choice, be sure to try out other slushmatic rivals before deciding on the Up's optional automated manual 'box. It can be jerky and slow to respond and dulls the performance of the already low-powered engines.
- Bear in mind that a 2016-reg Up 1.0 75 High Up 5dr with 22,000 miles costs around £6000, while a same-age and mileage Ford Fiesta 1.0 100 Ecoboost Zetec 5dr is only £1500 more and better to drive.
- The What Car? Reliability Survey reports that the Up is only averagely dependable by the standards of the class. More reliable city cars include the related Skoda Citigo, the Hyundai i10 and the Toyota Aygo.

OUR PICK

UP 1.0 75 HIGH UP 5DR

High Up trim is available with only the slightly more powerful 74bhp engine but brings extra kit, including heated seats and alloys, on top of Move Up's air-con (useful since steamed-up glass is common) and split-folding seats.

WILD CARD

E-UP

Wild now but will be the norm one day. The 18.7kWh battery is good for 99 miles, officially, and generates 89bhp. We found an approved used 2016-reg with 21,000 miles for £11,750.

ONES WE FOUND

- 2016 Up 1.0 60 Beats 5dr, 39,000 miles, £5500
- 2017 Up 1.0 75 High Up 5dr, 30,000 miles, £6500
- 2018 Up 1.0 60 Move Up 5dr, 4000 miles, £7750
- 2019 Up 1.0 90 High Up 5dr, 6000 miles, £11,900



Body leans in hard cornering but it's predictable



Boot capacity of 251 litres is very decent, given the size of the car



VW GOLF 1.5 TSI EVO MATCH EDITION

£663 deposit, £221 per month, 36 months, 10,000 miles per year
Catch them while you can: the last Mk7 Golfs are packed with features and are the most rounded in the class thanks to excellent ride comfort, good body control, five-star fit and finish, and efficient engines.



SEAT LEON 1.0 TSI SE

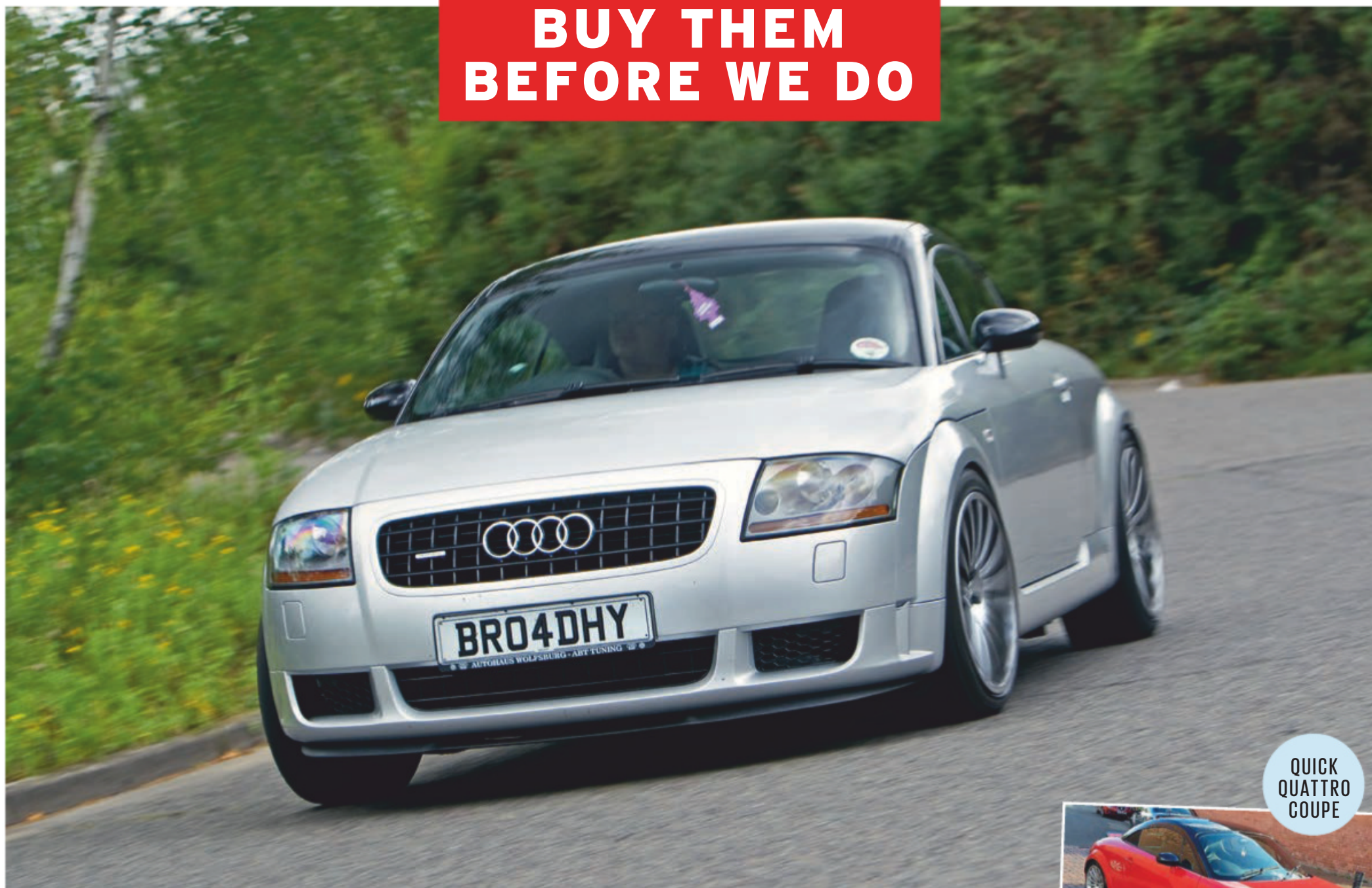
£609 deposit, £203 per month, 36 months, 10,000 miles per year
A strong rival for the Golf, with edgier styling, keener handling and lower prices across the board. A shame the interior isn't brighter and more sophisticated but then, with the kids on board, you'd only worry about it.



MAZDA 3 2.0 SE-L

£637 deposit, £212 per month, 36 months, 10,000 miles per year
The previous model was one of our class favourites and so is this latest one thanks to its spry handling, strong engines and slick gearbox as well as its even higher levels of perceived quality and its good looks.

**BUY THEM
BEFORE WE DO**



QUICK
QUATTRO
COUPE

Audi TT 1.8 T 240 Sport quattro £7200



Tough, timeless and great to drive, the Mk1 TT is a terrific used buy. There are many variants but one of the most interesting is the 1.8 T Sport quattro, launched in 2005.

Its four-cylinder engine made 237bhp and 236lb ft, which is impressive by any standards, but a weight-loss regime stripped out the rear seats, climate control, parcel shelf and spare tyre to save 50kg,

taking the weight to 1390kg. Not quite feather-light but enough for 0-62mph in 5.9sec.

Audi didn't stop there. It relocated the battery to the back of the car to improve weight distribution, fitted stiffened and lowered suspension and a rear strut brace and installed a couple of hard-shell Recaros. As a final aesthetic flourish, the roof was painted black.

New it cost £29,995, but today

the most expensive are around half that while the cheapest we saw was £3995 for one with 168,000 miles. Somewhere in the middle at £7200 is a rather fetching 2006-reg example with 81,000 miles. The private-sale car, which has been kept in a heated garage, has a full service history and is finished in red and black. It's had a new cambelt and water pump, and a new clutch, says the seller.

Were we seriously interested, as

with all TTs we'd check it's been fed a healthy diet of 5W-30 fully synthetic oil and that the Haldex traction unit has had fresh oil every 20,000 miles. Unless it's been repaired, rust isn't usually an issue with aluminium-bodied Mk1s. Instead, we'd check the suspension is bearing up along with the interior, which can take a hammering from those stiff springs and dampers.

JOHN EVANS



POTENT
POCKET
ROCKET

Smart Fortwo 1.0 Brabus Cabriolet

£4000

Back when Smart looked like the future came the hot 88bhp Brabus. It could hit 62mph in 9.9sec and, to handle all the poke, the dampers and springs were made firmer. Our find is a 2008-reg with 47,000 miles.



RARE
JAPANESE
CLASSIC

Honda Prelude 2.2 VTi Motegi auto

£5999

The Prelude Motegi used a detuned engine from the Accord Type R. Add stiffened suspension and four-wheel steering and it's an overlooked classic. Our find, a rare manual, is a mint 1999-reg with 142,000 miles.



WILD CARD

Wildkat Jaguar E-Type replica

£25,000

Real E-Types start at £35,000, so this Wildkat replica has its charms. But for a wider rear end (to take an XJ6 rear axle), the GRP-bodied car looks like the real thing. Around 150 were built in Goodwood from 1984 to 1997.



RUST-FREE
FRENCHIE

Citroën 2CV

£3950

Rusty snails abound but this 2CV has a new floor, chassis, sills and toe board, plus new brake pipes and exhaust and a refurbished engine, but it needs some final cosmetic work to make it perfect. The 1987-reg example has done 75,000 miles.

AUCTION WATCH



MERCEDES-BENZ ML55 AMG

Of course you shouldn't touch a £3000 AMG, especially when it's a first-gen ML, but, like peering over the edge of a cliff, we can't help ourselves. This one, a 2001-reg with 122,000 miles, sold at auction for £3074. Someone had faith. Perhaps it was the service history (there are 14 stamps in the book from 2002 to 2017) plus additional workshop receipts. Assuming it's in rude health, the 5.4-litre V8 should still be making 342bhp - enough to launch the 2300kg SUV from 0-62mph in 6.8sec. Add four-wheel drive and stacks of creature comforts and someone may just have bagged a bargain. Or not.



FUTURE CLASSIC

BMW M2 Competition £37,990

There are M cars and then there are M cars. The M2 Competition of 2018 falls into the latter camp thanks to its tweaked suspension, front strut brace and 3.0-litre twin-turbo straight-six engine from the M3 and M4 (it's detuned slightly to 404bhp but still makes 406lb ft). Our find, an approved used 2018-reg with 12,000 miles, has the rare manual gearbox, too. Seven-speed DCT versions are plentiful but in years to come it'll be the manual that enthusiasts will pay top dollar to own. Reserve yours now.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a big seven-seater with a boot to match for £15,000.



Cadillac Escalade ESV £12,500



Mercedes-Benz GL500 £13,500

MARK PEARSON I think this 2006 GL500 may well be the perfect family car. First of all, it's got the seven seats and huge boot that John so specifically asked for. Added to that, there's all that Mercedes-Benz luxury and quality, and then there's a whopping petrol V8 to waft you from 0-60mph in just 6.5sec. Only 46,000 miles, too. It also has a wonderful get-out-of-my-way look that'll come in handy if you're running late on the school run. What you got, Max?

MAX ADAMS Hmm, for a grand less you could get a year-newer Cadillac Escalade ESV. My monster family hauler is even bigger than yours and has a much more accommodating boot - even with all seven seats in place. I've also got four screens to play with, which is more than most domestic dwellings.

MP But its steering wheel is on the wrong side! And it might trump my Mercedes for outright size, but mine has presence. Yours simply has no class...

MA SUV buyers aren't looking for class. They're looking for size. Even my lazy and under-stressed V8 engine has more swept capacity. Also, who cares that the wheel is on the wrong side? It just means that it'll be easier to see the kerb and avoid damaging my gargantuan alloy wheels.

MP What a lovely attempt, Max. Now go away.

VERDICT

Forget the three-pointed star: I'm taking the Escalade.

JOHN EVANS



HOW TO BUY A TVR TUSCAN

Tuscan Vulcan

Late Mk3 Tuscan was revived by Str8six as a 505bhp V8-powered special.



WITH DUE CARE AND ATTENTION

The TVR Tuscan is a practical but brutish two-seater that's a joy to drive – when it works. **John Evans** explores the pleasures and pitfalls of buying a used one

One well-respected TVR dealer advises its customers to imagine they're a brain surgeon. As someone who might be required to perform life-saving surgery at any time of the day or night, they must have a car they can depend on to get them to the hospital. A TVR Tuscan, says the dealer, is not that car. Instead, it's a second or third motor for weekends when the sun is shining and when a roadside breakdown isn't a matter of life or death.

Not the most encouraging way to begin a buying guide but it's best you know now that, like all TVRs, the Tuscan is a model that demands regular care and attention from its owner, and not a little tolerance.

It wasn't meant to be like this. With

a removable, all-weather hard-top and large boot, the two-seat Tuscan was, said TVR, the company's most usable creation to date. On paper, certainly, but then, as ever, TVR left much of the car's development to its test engineers – the firm's customers.

It's why, today, you'll struggle to find a TVR in original condition. Not that you'd want to. Instead, most have been upgraded and are probably running either a rebuilt or refurbished engine and transmission along with uprated brakes, suspension and ancillaries. Bodies are likely to have been repainted, too.

Not that this is a bad thing; far from it, in fact. Just make sure you have sight of all workshop bills so you can see what's been done, when and by whom. Multiple previous owners?

Not necessarily a bad thing either, since for each one of them, owning a Tuscan has been their life's ambition and they'll have spoiled it rotten.

It was launched in 1999, powered by a superb straight-six engine designed by Al Melling, built by TVR and called the Speed Six. There was a 3.6-litre producing 350bhp and a torquier 4.0-litre version with 360bhp. There was also a so-called Red Rose 4.0 with 380bhp, but the one that attracts a premium today is the 390bhp 4.0 S.

The two-seater body was made of glassfibre (it was a quality job with even shutlines and the option of a 'flip' paint finish) and mounted on a tubular steel chassis with outriggers. The bonnet was a two-piece affair with three vertically

stacked lights at each corner.

Until 2003, the Tuscan was offered only in Targa-style form (the big boot was ideal for storing the roof and back window). The Mk2 was launched in 2004, the most notable change being the adoption of twin headlights. A convertible became available, too (it's also sought after today), while the power output of the 4.0 S increased to 400bhp. By this time TVR had been bought by Nikolay Smolensky, a Russian businessman. Under his ownership quality improved and, for Mk3 models, the Tuscan's exotic dashboard was given a makeover and dubbed the 'wavy dash'.

Without a doubt, a good Tuscan is a joy. If, and when, TVR production recommences, values may rise higher. Buy now before they do.

HOW TO GET ONE IN YOUR GARAGE



An expert's view

JAMES AGGER, JAMES AGGER AUTOSPORT

"For a long time the buying advice was the later the better, but now forget age, colour and engine – how it's been maintained and who has done what are all you should care about. All parts are available and everything is repairable. The Tuscan S and the convertible are the most sought after. You can get a reasonable Tuscan for £25,000 but most are around £30,000. The best are between £38,000 and £52,000."

Buyer beware

■ ENGINE

Avoid engines with oil and coolant leaks, mechanical noises and misfires – repairs can cost thousands. High underbonnet temperatures cook rubber hoses, electrics and ancillaries, which all sit alongside the engine block. Check annual servicing has run to more than just an oil and filter change. Favour specialists over general workshops. A major 12k-mile service with tappet adjustment is about £650.

■ GEARBOX

A healthy gearbox action is heavy but precise; an obstructive change may require a rebuild. Clutches last around 35,000 miles at most.

■ CHASSIS

Check the chassis for rust (outriggers are vulnerable). Engine heat blisters the protective coating.

■ BRAKES, SUSPENSION, STEERING AND WHEELS

Most suspension systems have been upgraded so check the quality of the work and the components. Original cars were firm but never harsh, so over-enthusiastic modifications can upset the Tuscan's delicate balance. Brakes should be powerful but progressive. Brake lines will probably have been upgraded by now.

■ BODY

Shutlines should be reasonably consistent. Check the front splitter for grounding damage. On the coupé, check the removable Perspex screen for scratches and that the useless original securing clips have been upgraded.

■ INTERIOR

Check the rev limiter, shift lights and main LCD display. Electric windows and door locks can be troublesome; damp is often the cause. Roof seals were poor from day one. Heater controls can have a mind of their own.

Also worth knowing

Engine going west? Consider a rebuild by a specialist such as Power Performance. It costs around £5500 and comes with a three-year warranty. Sounds a lot but you'll get some of it back in the car's increased value.

How much to spend

£15,000-£16,500

Few cars at this money. We saw a refurbished 2001 Cat C write-off for £16k.

£20,000-£24,999

Straight cars in good condition, including an 80,000-mile, 2001-reg 4.0, now a 3.6, with sensible upgrades.

£25,000-£29,999

Lots more choice. Mostly 2001-03 cars with around 50,000 miles.

£30,000-£34,999

Some nice cars, like a 2003 with 28,000 miles and a full TVR service history for £32,995.

£35,000-£44,999

Mainly low-mileage Mk2s.

£45,000-£55,000

More late-plate cars (2006-07), most with around 30,000 miles.



One we found

TVR TUSCAN 4.0, 2001, 42,000 MILES, £26,995

On sale at respected TVR dealer Mole Valley, this example has history from day one. It's a sensible price, too. If you're new to TVR, buying from a local specialist is the best plan.

Check the cabin for dampness from leaky roof seals

Tuscan's glassfibre body is well made with tight shutlines

“Most have been upgraded with a rebuilt or refurbished engine and transmission”

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(Pilot)

£2995

22 O

SOLD

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10 YV

£4995

80 XON

£2495

50 XES

£1995

15 OXE

£1695

101 AE

£4995

HEN4A

(HENNA)

£4995

TOPIK

£3995

VIJCE

£995

333 UXX

£1295

444 XAA

£1995

2 YJL

£2995

6 UYG

£2995

41 HU

£4995

80 XYX

£2495

55 HDX

(Mercom, SL55)

10 YVA

£1695

000 7A

£8995

JAY4E

(JAY)

£5995

XAMIS

£1495

FLOIX

£2495

DSJ II7

£1495

RFO 447

£995

3 AKU

£6995

8 XEU

£2795

92 VAN

£3995

80 XVO

£1995

40 OAY

£1995

101 OU

£8995

4664 H

£3995

JAY4E

(JAY)

£5995

GADIX

£2495

III OYF

£1495

600 VUY

£1295

5439 BZ

£995

3 AKE

£7995

8 KYU

£2495

88 YHB

£1495

77 UXY

£1295

44 XAM

£2495

934 EL

£2500

8070X

(Botox)

£6995

EVE 5E

(EVE)

£3495

YOU63F

(YOUSEF)

£6995

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(VET)

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200 OEX

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666 VRX

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3 VJY

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8 VJY

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88 HXE

£1495

66 OXV

£1695

37 DCY

£1495

III OV

(LOVE)

UMAIA

(UMA1A)

£3995

MUS55A

(MUSSA)

£14995

YOUIG

£2995

500 OYS

£1595

777 UEX

£1295

AAZ 550

(Ferrari 550)

£1295

3 OJX

£3995

8 OXV

£4495

88 LXX

£1495

66 NRY

£1495

33 GKY

£1495

III OV

(LOVE)

EVE 5E

(EVE)

£3495

UMAIA

(UMA1A)

£3995

MUS55A

(MUSSA)

£14995

YOUIG

£2995

500 OYS

£1595

777 UEX

£1295

AAZ 550

(Ferrari 550)

£1295

4 NJY

£3995

2 AND 2'S

88 LXX

£1495

66 NRY

£1495

33 GKY

£1495

III OV

(LOVE)

UMAIA

(UMA1A)

£3995

MUS55A

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CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
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* was £346.80 inc.VAT

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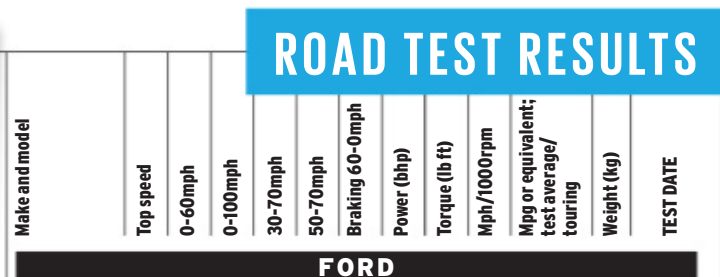
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- » **30-70MPH** Indicates overtaking ability through the gears.
- » **50-70MPH** Recorded in top gear (*kickdown)

» **MPH/1000RPM** Figure is the speed achieved in top gear.



BMW												
1 Series 5dr hatch ★★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	—	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★★★												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★★★												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★★★												
320d M Sport	149	6.9	19.8	6.8	12.3	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDriv M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20

Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★★★★												
1.6 Mjet Lounge 124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16	
Abarth 124 Spider 2dr roadster ★★★★★												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17

Range Rover Sport 5dr SUV ★★★★★												
3.0TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★★												
LC500Sport+ RCF	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★★★												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	—	32/38	1905	1.10.14
RC F 2dr coupé ★★★★★												
RCF	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★★★												
300hTakumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	—	42/49	1742	6.2.19
LS 4dr saloon ★★★★★												
500hPremAWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★★★												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★★												
EvoraS 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★★												
ExigeS	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★★★												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	—	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch ★★★★★												
1.5Sky-V-GSE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★★												
2.0Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★★												
1.5SE-LNav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★★★												
1.5DSE-LNav	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★★												
2.2DSportNav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★★												
3.8V8	201	2.9	6.1	2.1	—	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★★												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS 53 4dr saloon ★★★★★												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★★												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★★												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★★★												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★★★												
GLC63S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★★												
A200Sport	139	8.7	22.4	7.9	—	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★★												
B180Sport	132	8.4	23.5	8.3	—	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★★★												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	—	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★★												
C220Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★★												
E400Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★★★												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★★												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★★												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV ★★★★★												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★★★												
X250d 4Matic	109	11.2	38.9	11.6	—	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★★★												
1.53Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★★★												
EV Exclusive	87	8.9	—	8.0	5.2*	3.60	141	260	—	2.7/3.1†	1556	4.12.19
MINI												
Mini 3dr hatch ★★★★★												
CooperS	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'perS Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★★★												
CooperD	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★★												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★★★												
CooperD	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent: test average/ touring	Weight (kg)	TEST DATE
MITSUBISHI												
Eclipse Cross 5dr SUV	★★★★☆											
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV	★★★★☆											
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	—	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster	★★★★★											
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/—	520	6.6.12
NISSAN												
Micra 5dr hatch	★★★★☆											
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV	★★★★☆											
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV	★★★★★											
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV	★★★★☆											
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé	★★★★★											
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé	★★★★★											
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch	★★★★☆											
1.2 VTi Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★☆											
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon	★★★★☆											
GTi BiHDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV	★★★★☆											
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV	★★★★☆											
1.6 BiHDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV	★★★★☆											
2.0 BiHDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster	★★★★★											
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé	★★★★☆											
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé	★★★★★											
Carrera S	191	3.4	7.7	2.8	14.3	—	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé	★★★★★											
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon	★★★★★											
4S Diesel	177	4.1	10.3	3.8	—	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV	★★★★★											
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV	★★★★☆											
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch	★★★★☆											
Dynamique	94	17.6	—	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch	★★★★☆											
Dynamique	84	12.3	—	13.9	9.1	2.9	87	162	7.8	4.0/3.4 [†]	1468	31.7.13
Clio 5dr hatch	★★★★★											
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch	★★★★★											
1.5 dCi Dyn. S Nav 116	111	35.2	11.1	13.2	2.8	108	192	33.9	47.2	—	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV	★★★★☆											
dCi 130 Dyn. S Nav 118	114	35.8	11.3	10.2	3.4	129	236	32.1	47/61	—	1601	25.1.17
Kadjar 5dr SUV	★★★★☆											
dCi 115 Dyn. S Nav 113	14.5	—	14.6	17.2	2.3	108	192	35.0	52/69	—	1380	21.10.15
Koleos 5dr SUV	★★★★☆											
dCi 175 4WD Sig. 126	9.8	31.3	10.1	14.3	2.9	175	280	—	34/38	—	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon	★★★★★											
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon	★★★★★											
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé	★★★★★											
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible	★★★★☆											
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch	★★★★☆											
SE Tech'y 1.0 TSI 113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	—	1047	19.7.17
Leon 3/5dr hatch	★★★★☆											
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV	★★★★☆											
SE Tech'y 1.0 TSI 107	10.5	—	10.6	11.9	3.1	94	129	26.2	37/41	—	1165	15.11.17
Ateca 5dr SUV	★★★★★											
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch	★★★★☆											
Prime Premium 81	13.2	—	14.5	10.6	2.8	80	118	—	3.1/3.9 [†]	—	1200	23.8.17
SKODA												
Fabia 5dr hatch	★★★★☆											
1.2 TSI 90SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch	★★★★											
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate	★★★★★											
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate	★★★★★											
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV	★★★★☆											
2.0 TDI 150 Scout 122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	—	1629	30.1.19
Kodiahq 5dr SUV	★★★★☆											
2.0 TDI Edition 121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	—	1751	23.11.16



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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO₂ figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO₂ figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class-leading in key areas and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

	Power (bhp)	Top speed (mph)	0-60/0-100 (s)	Economy (mpg)	CO ₂ (g/km)
ABARTH					
595 3dr hatch/2dr open	£16,685-£25,485	★★★★☆			
The Fiat 500's Abarth makeover makes it a true pocket rocket. LxWxH 365x1627x1485 Kerb weight 1070kg					
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Esseesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open	£23,895-£25,895	★★★★☆			
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. LxWxH 365x1627x1485 Kerb weight 1045kg					
1.4 T-jet 180 Rivalo	177	140	6.7	36.2	155

ALFA ROMEO					
Giulietta 5dr hatch	£19,975-£25,730	★★★★☆			
Long in the tooth but still seductive, shame it's not rounded or lavish enough. LxWxH 435x1798x1465 Kerb weight 1305kg					
1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon	£33,595-£64,900	★★★★☆			
Handsome and special dynamically but lacks finesse and only comes as an auto. LxWxH 4643x1860x1436 Kerb weight 1429kg					
2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 Biturbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV	£37,745-£70,900	★★★★☆			
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. LxWxH 4687x1903x1671 Kerb weight 1604kg					
2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 Biturbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA					
B3 S 5dr touring	£63,000	★★★★☆			
Previously falling behind in the power stakes, but the recent facelift rectifies that. LxWxH 4632x1811x1431 Kerb weight 1705kg					
3.0 Biturbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open	£73,100-£78,600	★★★★☆			
A returned version of the 4 Series that feels more at home on the track than the road. LxWxH 4640x1825x1373 Kerb weight 1690kg					
3.0 Biturbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring	£89,000-£91,000	★★★★☆			
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. LxWxH 4956x1868x1466 Kerb weight 2015kg					
4.4 V8 Biturbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon	£121,850	★★★★☆			
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Class. LxWxH 5250x1902x1491 Kerb weight 2060kg					
4.4 V8 Biturbo	599	205	4.2	24.4	265

D5 S 4dr saloon	£62,000	★★★★☆			
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. LxWxH 4956x1868x1466 Kerb weight 1870kg					
3.0 Biturbo	345	171	4.9	TBC	TBC

XD3 5dr SUV	£57,900	★★★★☆			
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. LxWxH 4732x1897x2015 Kerb weight 2015kg					
3.0 Biturbo	330	158	4.9	TBC	TBC

ALPINE					
A110 2dr coupé	£47,810-£56,810	★★★★☆			
A much, much greater car and achievement than the sum of its parts suggest. LxWxH 4180x1980x1252 Kerb weight 1080kg					
1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL					
Atom odr open	£39,950	★★★★☆			
Simple, purist concept remains but everything else has changed... for the better. LxWxH 3520x1880x1122 Kerb weight 595kg					
2.0 turbo	320	162	2.8	TBC	TBC

Nomad odr open	£38,000	★★★★☆			
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. LxWxH 3215x1850x1425 Kerb weight 670kg					
2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN					
Vantage 2dr coupé	£123,850	★★★★☆			
The faster, cleverer, more hardcore entry-level Aston tops its class. LxWxH 4465x1942x1273 Kerb weight 1630kg					
4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open	£147,900-£174,995	★★★★☆			
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. LxWxH 4739x2060x1279 Kerb weight 1875kg					
4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open	£225,000-247,500	★★★★☆			
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. LxWxH 4712x2146x1280 Kerb weight 1693kg					
5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon	£194,950	★★★★☆			
The Rapide is one of the most elegant four-door sports cars in the world. LxWxH 5019x1929x1360 Kerb weight 1995kg					
6.0 V12	599	205	4.2	TBC	TBC

AUDI					
A1 Sportback 5dr hatch	£18,310-£27,230	★★★★☆			
Quite pricey, but a rounded car with plenty of rational appeal. LxWxH 4029x1746x1418 Kerb weight 1105kg					
1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch	£23,300-£39,145	★★★★☆			
All the above but with the added convenience of five doors and a usefully larger boot. LxWxH 4313x1785x1426 Kerb weight 1180kg					
1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon	£25,020-£39,320	★★★★☆			
Undercuts the case to own an A4. Upmarket interior and good to drive. LxWxH 4458x1796x1416 Kerb weight 1240kg					
1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open	£31,095-£43,515	★★★★☆			
Compact, affordable, usable and refined. Strong performance, too. LxWxH 4423x1793x1409 Kerb weight 1380kg					
1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon	£29,260-£42,940	★★★★☆			
High quality and competent but leaves the dynamic finesse to its rivals. LxWxH 4726x1842x1427 Kerb weight 1320kg					
2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate	£30,660-£68,270	★★★★☆			
Classy and demure estate lacks the dynamic sparkle of rivals. LxWxH 4725x1842x1434 Kerb weight 1370kg					

	Power (bhp)	Top speed (mph)	0-60/0-100 (s)	Economy (mpg)	CO ₂ (g/km)
2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé	£35,465-£69,660	★★★★☆			
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. LxWxH 4673x1846x1371 Kerb weight 1390kg					
2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé	£34,790-£69,660	★★★★☆			
Refined, good-looking four-door coupé is sadly short on charm and finesse. LxWxH 4733x1843x1386 Kerb weight 1425kg					
2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open	£39,395-£58,310	★★★★☆			
More practical than smaller options. Lower-powered, steel-sprung trim is best. LxWxH 4673x1846x1383 Kerb weight 1600kg					
2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon	£39,860-£55,400	★★★★
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NEW CAR PRICES



Q2 5dr SUV £23,395-£37,820	★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. LxWxH 4191x1794x1508 Kerb weight 1205kg	
1.0 30 TFSI	114 122 10.3 44.8-46.3 137-142
1.5 35 TFSI	148 131 8.5 40.9-42.2 152-157
2.0 40 TFSI quattro	187 141 6.5 33.2-34.9 184-192
2.0 SQ2 TFSI	298 155 4.8 32.1-33.2 192-199
1.6 30 TDI	114 122 10.5 43.5-44.8 166-170
2.0 35 TDI quattro	148 131 8.1 44.1-46.3 160-168

Q3 5dr SUV £30,805-£47,130	★★★★☆
Typically refined and competent but feels more like an A3 than an Audi SUV. LxWxH 4388x1831x1608 Kerb weight 1385kg	
1.5 35 TFSI	148 128-131 9.2-9.6 36.7-37.7 169-176
2.0 40 TFSI quattro	187 136 7.4 30.4-30.7 208-210
2.0 45 TFSI quattro	227 144 6.3 31.0 205-207
2.0 35 TDI	148 128 9.2 44.1-44.8 165-167
2.0 35 TDI quattro	148 131 9.3 39.2-40.9 182-188
2.0 40 TDI quattro	188 137 8.0 37.7 196-197

Q3 Sportback 5dr SUV £36,365-£48,765	★★★★☆
A more sporting take on the compact SUV, with similarly stable handling. LxWxH 4500x1856x1567 Kerb weight 1460kg	
1.5 35 TFSI	148 126 9.6 47.9-48.7 134-132
2.0 45 TFSI quattro	227 144 6.5 37.7 171
2.0 35 TDI	148 126 9.3 50.4-51.4 148-146

Q5 5dr SUV £42,095-£55,035	★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. LxWxH 4663x1893x1659 Kerb weight 1720kg	
2.0 45 TFSI quattro	242 147 6.4 30.4-32.5 198-211
2.0 40 TDI quattro	187 136 8.1 36.2-38.2 193-204
2.0 50 TFSI e	249 148 6.1 128.4 49
3.0 V6 TDI SQ5 quattro	342 155 5.1 TBC TBC

Q7 5dr SUV £54,070-£95,060	★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. LxWxH 5052x1968x1740 Kerb weight 2060kg	
3.0 V6 45 TDI quattro	228 142 7.3 32.5-33.6 220-228
3.0 V6 50 TDI quattro	282 152 6.3 32.1-33.2 221-231
4.0 V8 SQ7 TDI	429 155 4.8 37.2 200

Q8 5dr SUV £67,760-£104,990	★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. LxWxH 4986x1995x1705 Kerb weight 2145kg	
3.0 V6 55 TFSI quattro	335 155 5.9 26.2-25.7 246-249
3.0 V6 50 TDI quattro	282 152 6.3 32.5-32.8 225-228
4.0 V8 SQ8 TDI	429 155 4.8 36.2 205

TT 2dr coupé £32,140-£53,905	★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. LxWxH 4191x1966x1376 Kerb weight 1365kg	
2.0 40 TFSI	194 155 6.6 40.9 155-156
2.0 45 TFSI	242 155 5.8-5.9 39.8 161-162
2.0 45 TFSI quattro	242 155 5.2 35.3 181-182
2.0 TTS	302 155 4.5 34.9-35.3 182-183
2.5 TTRS	395 155 3.7 30.7-31.0 207-209

TT Roadster 2dr open £33,890-£55,655	★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. LxWxH 4191x1966x1355 Kerb weight 1455kg	
2.0 40 TFSI	194 155 6.9 39.8 160-162
2.0 45 TFSI	242 155 6.0-6.1 38.7 165-166
2.0 45 TFSI quattro	242 155 5.5 34.0-34.4 187-188
2.0 TTS	302 155 4.8 34.0 187-188
2.5 TTRS	395 155 3.9 29.7-30.1 213-215

R8 2dr coupé £128,295-£154,195	★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. LxWxH 4426x1940x1240 Kerb weight 1590kg	
5.2 V10 FSI quattro	532 198 3.5 21.4-21.6 297-298
5.2 V10 FSI Plus quattro	601 205 3.2 21.2-21.4 299-301

R8 Spyder 2dr open £136,985-£162,885	★★★★☆
Taking the roof off the R8 enhances the drama tenfold. LxWxH 4426x1940x1245 Kerb weight 1680kg	
5.2 V10 FSI quattro	532 197 3.6 21.2 301-302
5.2 V10 FSI Plus quattro	601 204 3.3 20.9-21.1 304-305

BAC	
MONO 0dr open £165,125	★★★★☆
An F-22 Raptor for the road, only significantly better built.	

Power (bhp)	Top speed (mph)	0-60/0-125mph	Economy (mpg)	CO₂ (g/km)
LxWxH 3952x1836x1110 Kerb weight 580kg				
2.5 VVT	305	170	2.8	TBC

BENTLEY	
Continental GT 2dr coupé £148,800-£159,900	★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. LxWxH 4850x1966x1405 Kerb weight 2244kg	
4.0 V8	542 198 3.9 TBC TBC
6.0 W12	626 207 3.6 24.1 308

Continental GTC 2dr open £163,700-£176,000	★★★★☆
Immensely capable and refined open-top cruiser with effortless performance. LxWxH 4850x2187x1399 Kerb weight 2414kg	
4.0 V8	542 198 4.0 TBC TBC
6.0 W12	626 207 3.7 20.2 317

Mulsanne 4dr saloon £234,000-£280,500	★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. LxWxH 5575x1926x1521 Kerb weight 2685kg	
6.75 V8	505 184 5.1-5.3 17.4 365
6.75 V8 Speed	530 190 4.9 17.4 365

Bentayga 5dr SUV £130,500-£182,200	★★★★☆
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. LxWxH 5140x1998x1742 Kerb weight 2505kg	
4.0 V8	542 171 4.5 21.7 296
6.0 W12 Speed	626 190 3.9 TBC 308

BMW	
1 Series 5dr hatch £24,430-£36,430	★★★★☆
May not drive like a traditional BMW but delivers on upmarket hatch values. LxWxH 4319x1799x1434 Kerb weight 1365kg	
118i	138 132 8.5 40.9-45.6 114-121
M135i xDrive	302 155 4.8 34.4-35.8 155-157
116d	114 TBC 10.1-10.3 54.3-61.4 103
118d	148 134 8.4-8.5 54.3-57.6 108-111
120d xDrive	187 TBC 7.0 48.7-58.3 117-119

2 Series 2dr coupé £25,765-£53,260	★★★★☆
A proper compact coupé now. Could be better equipped, however. LxWxH 4432x1774x1418 Kerb weight 1420kg	
218i	134 130 8.8-8.9 35.8-38.2 TBC
220i	181 143 7.2 36.2-38.2 TBC
230i	248 155 5.6 35.8-36.7 TBC
M240i	335 155 4.6-4.8 32.5 TBC
M2 Competition	404 155 4.2-4.4 28.2-29.1 TBC
218d	148 132 8.3-8.5 47.9-52.3 TBC
220d	187 143 7.1-7.2 47.1-50.4 TBC
220d xDrive	187 140 7.0 43.5-46.3 TBC
225d	220 151 6.3 46.3-47.9 TBC

2 Series Convertible 2dr open £28,965-£43,085	★★★★☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. LxWxH 4432x1774x1413 Kerb weight 1440kg	
218i	134 130 9.4-9.6 33.6-36.2 TBC
220i	181 143 7.7 34.4-35.8 TBC
230i	248 155 5.9 34.0-34.9 TBC
M240i	335 155 4.7-4.9 31.4 TBC
218d	148 132 8.8-9.0 45.6-47.9 TBC
220d	187 143 7.5-7.6 45.6-48.7 TBC
225d	220 151 6.5 44.1-44.8 TBC

2 Series Active Tourer 5dr hatch £25,565-£37,550	★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. LxWxH 4432x1800x1555 Kerb weight 1360kg	
218i	134 127 9.3 39.8-44.1 TBC
220i	181 142 7.4 37.2-38.7 TBC
225xe	248 125 6.7 88.3-100.9 TBC
216d	335 121 11.1 55.4-58.9 TBC
218d	148 129 9.0-9.1 49.6-55.4 TBC
220d	187 141 7.6 50.4-53.3 TBC
220d xDrive	187 138 7.5 47.9-51.4 TBC

2 Series Gran Tourer 5dr MPV £27,470-£37,750	★★★★☆
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. LxWxH 4556x1800x1608 Kerb weight 1475kg	
218i	134 127 9.5-9.8 38.2-40.9 TBC
220i	181 137 7.8 35.3-36.2 TBC
216d	335 119 11.8 53.3-55.4 TBC
218d	148 127 9.6 47.9-51.4 TBC
220d	187 138 8.2 47.9-49.6 TBC
220d xDrive	187 135 8.0 45.6-47.1 TBC

3 Series 4dr saloon £32,565-£48,555	★★★★☆
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. LxWxH 4709x1827x1442 Kerb weight 1450kg	
320i	181 146 7.1 41.5-43.5 124-127
330i	254 155 5.8 38.2-41.5 134-139
330e	288 155 5.9 188.3-201.8 37-38
M340i xDrive	369 155 4.4 34.0-34.9 162
318d	148 132 8.3-8.4 52.3-55.4 109-116
320d	187 146 6.8-7.1 49.6-56.5 110-118
320d xDrive	187 144 6.9 47.1-49.6 119-121
330d	263 155 5.5 44.1-47.9 133-138
330d xDrive	263 155 5.1 42.2-47.1 136-140

Power (bhp)	Top speed (mph)	0-60/0-125mph	Economy (mpg)	CO₂ (g/km)
3 Series Touring 5dr estate £35,235-£48,765				
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. LxWxH 4620x1811x1430 Kerb weight 1565kg				
330i	254 155 5.9 39.2-40.4 139-146			
320d	188 142 7.1-7.9 49.6-50.4 115-121			
320d xDrive	188 142 7.4 47.9-51.4 121-124			
330d xDrive	261 155 5.4 42.8-43.5 142-146			

4 Series 2dr coupé £34,805-£65,300	★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. LxWxH 4640x1825x1377 Kerb weight 1475kg	
420i	181 146 7.3-7.5 35.3-37.7 TBC
420i xDrive	181 144 7.6-7.8 33.6-36.2 TBC
430i	248 155 5.8-5.9 34.9-37.2 TBC
440i	321 155 5.0-5.2 31.0-33.6 TBC
M4	425 155 4.1-4.3 27.7-28.5 TBC
M4 Competition pack	444 155 4.0-4.2 24.7-28.5 TBC
420d	187 146 7.2-7.4 46.3-50.4 TBC
420d xDrive	187 144 7.3 43.5-45.6 TBC
430d	254 155 5.5 40.9-42.2 TBC
430d xDrive	254 155 5.2 38.7-39.2 TBC
435d xDrive	308 155 4.7 39.2-40.4 TBC

4 Series Convertible 2dr open £41,495-£68,720	★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? LxWxH 4640x1825x1384 Kerb weight 1700kg	
420i	181 146 8.2-8.4 34.0-35.8 TBC
430i	248 155 6.3-6.4 32.8-35.3 TBC
440i	321 155 5.4 29.7-30.4 TBC
M4	425 155 4.4-4.6 27.2-28.0 TBC
M4 Competition pack	444 155 4.3-4.5 26.9-28.0 TBC
420d	187 146 8.1-8.2 44.1-46.3 TBC
430d	254 155 5.9 39.2-39.8 TBC
435d xDrive	308 155 5.2 37.7-38.2 TBC

4 Series Gran Coupé 4dr coupé £34,755-£50,040	★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. LxWxH 4640x1825x1404 Kerb weight 1520kg	
420i	181 146 7.5-7.7 34.9-37.1 TBC
420i xDrive	181 144 7.8-8.1 33.2-25.8 TBC
430i	248 155 5.9 34.4-37.2 TBC
440i	321 155 5.1 30.7-31.7 TBC
420d	187 146 7.4-7.6 46.3-51.4 TBC
420d xDrive	187 144 7.5 43.5-46.3 TBC
430d	254 155 5.6 40.9-41.5 TBC
430d xDrive	254 155 5.3 38.2-39.2 TBC
435d xDrive	308 155 4.8 39.2-39.8 TBC

5 Series 4dr saloon £37,640-£98,100	★★★★☆
The perfect compromise between the comfy E-Class and dynamic XF, and then some. LxWxH 4936x2126x1479 Kerb weight 1530kg	
520i	181 146 7.8 38.2-40.4 TBC
530i	248 155 6.2 35.8-38.2 TBC
540i xDrive	335 155 4.8 29.4-31.4 TBC
M5	592 155 3.4 23.5-24.1 TBC
M5 Competition	616 155 3.3 23.5-24.1 TBC
530e	248 146 6.2 117.7-128.4 TBC
518d	148 132 8.8 47.1-52.3 TBC
520d	187 147 7.5 44.1-52.3 TBC
520d xDrive	187 144 7.6 43.5-48.7 TBC
530d	261 155 5.7 43.5-45.6 TBC
530d xDrive	261 155 5.4 39.2-41.5 TBC

5 Series Touring 5dr estate £39,890-£55,900	★★★★☆
The excellent 5 Series made in more practical form. The 520d is still the best. LxWxH 4942x2126x1498 Kerb weight 1630kg	
520i	181 139 8.2 34.9-38.2 TBC
530i	248 155 6.5 34.0-36.7 TBC
540i xDrive	335 155 5.1 28.2-30.4 TBC
520d	187 147 7.8 44.1-47.9 TBC
520d xDrive	187 144 7.9 42.2-46.3 TBC
530d	261 155 5.8 40.9-43.5 TBC
530d xDrive	261 155 5.6 37.7-41.5 TBC

6 Series Gran Turismo 5dr hatch £43,910-£59,010	★★★★☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. LxWxH 5007x1894x1392 Kerb weight 1720kg	
630i	254 155 6.3 32.1-34.9 TBC
640i xDrive	335 155 5.3 28.9-29.1 TBC
620d	198 137 7.9 42.8-46.3 TBC
620d xDrive	198 135 8.0 40.4-44.8 TBC
630d	261 155 6.1 40.4-43.5 TBC
630d xDrive	261 155 6.0 37.2-40.9 TBC

7 Series 4dr saloon £69,565-£139,120		★★★★☆	
Rules on in-car entertainment and diesel sophistication; otherwise too bland. LxWxH 5098x1902x1478 Kerb weight 1755kg			
740i	338	155	5.5 31.7-34.0 TBC
750i xDrive	527	155	4.0 25.7-26.9 TBC
M760Li xDrive	583	155	3.8 20.8-21.6 TBC
730d	261	155	6.1 41.5-43.5 TBC
730d xDrive	261	155	5.8 39.2-40.9 TBC
740d xDrive	315	155	5.2 37.7-39.8 TBC
745e	283	155	5.1-5.2 104.6-141.2 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
CADILLAC					
CTS-V 4dr saloon £85,428				★★★★☆	
Eat your heart out, Germany - but lacks handling finesse of its European rivals. LxWxH 5050x1863x1447 Kerb weight 1850kg					
6.2 V8 RWD	640	199	3.7	TBC	TBC
Escalade 5dr SUV £93,260				★★★★☆	
Cadillac's luxury SUV remains too large and ungainly for the UK. LxWxH 5179x2061x1896 Kerb weight 2635kg					
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC
CATERHAM					
Seven 2dr open £26,490-£53,885				★★★★☆	
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. LxWxH TBC Kerb weight 490kg					
1.6 Sigma TI-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma TI-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC
CHEVROLET					
Camaro 2dr coupé/convertible £35,770-£47,850				★★★★☆	
An affordable American muscle car, but LHD only and less usable and unfined. LxWxH 4784x1897 Kerb weight 1539kg					
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC
Corvette 2dr coupé/open £72,945-£100,305				★★★★☆	
LHD only and less usable and less able than rivals, but disarming and inimitable. LxWxH 4492x1872x1239 Kerb weight 1539kg					
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC
CITROEN					
C-Zero 5dr hatchback £20,520				★★★★☆	
Well-engineered electric city car, but too expensive and lacks the range of rivals. LxWxH 3475x1475x1600 Kerb weight 1120kg					
Electric	64	80	15.9	TBC	0
C1 3dr hatch/5dr hatch £10,140-£14,110				★★★★☆	
Slightly cheaper than its Toyota sibling but less visually charming. LxWxH 3455x1615x1460 Kerb weight 855kg					
1.0 VTi 72	71	99	12.6	TBC	TBC
C3 5dr hatchback £13,050-£19,310				★★★★☆	
Funky, fresh look gives a lease of life, shame that underneath isn't the same. LxWxH 3996x1749x1474 Kerb weight 976kg					
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC
C3 Aircross 5dr hatchback £16,655-£21,245				★★★★☆	
Funky-looking C3 gets a jacked-up, rugged SUV look. LxWxH 4155x1765x1637 Kerb weight 1088kg					
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC
C4 Cactus 5dr hatchback £19,070-£23,335				★★★★☆	
Interesting and novel to look at but flawed to drive. LxWxH 4157x1729x1480 Kerb weight 965kg					
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC
C4 Spacetourer 5dr MPV £22,780-£31,270				★★★★☆	
Plushness and an improved dynamic make for a better car. LxWxH 4438x1826x1610 Kerb weight 1280kg					
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC
Grand C4 Spacetourer 5dr MPV £24,880-£33,070				★★★★☆	
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. LxWxH 4602x1826x1638 Kerb weight 1297kg					
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC
C5 Aircross 5dr SUV £23,830-£32,730				★★★★☆	
Smooth-riding SUV has an easy-going nature, but not the most dynamic. LxWxH 4500x1859x1670 Kerb weight 1530kg					
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC
Berlingo 5dr MPV £19,430-£26,650				★★★★☆	
Boxy, slightly quirky and immensely practical van-based car returns to top form. LxWxH 4403x1921x1849 Kerb weight 1398kg					
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC
CUPRA					
Ateca 5dr hatch £35,900-£41,175				★★★★☆	
First model from Seat's stand-alone performance brand has decent pace and precision. LxWxH 4376x1814x1615 Kerb weight 1615kg					
2.0 TSi 300	296	153	5.2	TBC	TBC
DACIA					
Sandero 5dr hatch £6995-£11,595				★★★★☆	
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. LxWxH 4069x1733x1519 Kerb weight 969kg					
1.0 ScE 75	71	98	14.2	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC
Sandero Stepway 5dr hatch £9195-£12,055				★★★★☆	
A more expensive and slightly more rugged cheap car - but still limited. LxWxH 4089x1761x1555 Kerb weight 1040kg					
1.0 ScE 75	73	98	15.1	TBC	TBC
0.9 TcE 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC
Logan MCV 5dr estate £8495-£13,095				★★★★☆	
Lacks its stablemates' charms but retains their cheapness. LxWxH 4501x1733x1552 Kerb weight 980kg					
1.0 ScE 75	71	98	14.7	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 95	93	111	11.8	TBC	TBC
Logan MCV Stepway 5dr estate £12,695-£15,155				★★★★☆	
Given a rugged makeover but still lacks charm. Extremely practical, though. LxWxH 4528x1761x1559 Kerb weight 1090kg					
0.9 TcE 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC
Duster 5dr SUV £10,995-£19,955				★★★★☆	
A value champion. If cheap family transport is what you require, the Duster delivers. LxWxH 4315x2000x1625 Kerb weight 1147kg					
1.0 TcE 100 4x2	99	105	12.5	TBC	TBC
1.3 TcE 130 4x2	128	118	11.1	TBC	TBC
1.3 TcE 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC
DS					
3 3dr hatch/2dr open £19,480-£23,480				★★★★☆	
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. LxWxH 3948x1715x1483 Kerb weight 1090kg					
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC
3 Crossback 5dr SUV £24,555-£34,705				★★★★☆	
First foray into compact SUVs comfortably competes with more established rivals. LxWxH 4118x1802x1534 Kerb weight 1205kg					
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC
7 Crossback 5dr SUV £27,435-£44,120				★★★★☆	
DS's first premium SUV certainly has the right price tag, equipment and appeal. LxWxH 4570x1895x1620 Kerb weight 1420kg					
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC
FERRARI					
Portofino 2dr open £166,551				★★★★☆	
The entry-level Ferrari has the power, the looks and the touring ability. LxWxH 4586x1938x1318 Kerb weight 1664kg					
3.9T V8	591	199	3.5	14.7-28.0	230-436
488 2dr coupé/open £197,418-£278,850				★★★★☆	
Calm ride mixed with explosive performance. LxWxH 4568x1952x1213 Kerb weight 1475kg					
3.9T V8 6TB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430
F8 Tributo 2dr coupé £203,476				★★★★☆	
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. LxWxH 4611x1979x1206 Kerb weight 1435kg					
3.9T V8 Tributo	710	211	2.9	TBC	TBC
GT 4 Lusso 2dr coupé £200,890-£243,126				★★★★☆	
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. LxWxH 4922x1980x1383 Kerb weight 1865kg					
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648
812 Superfast 2dr open £263,033				★★★★☆	
More powerful than the F12, but with better road manners making it the star of the range. LxWxH 4657x1971x1276 Kerb weight 1630kg					
6.5 V12	777	211	2.9	11.2-20.0	320-572
FIAT					
500 3dr hatch/2dr open £12,165-£20,995				★★★★☆	
Super desirable, super-cute city car. Pleasant, if not involving to drive. LxWxH 3571x1627x1488 Kerb weight 865kg					
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC
500L 5dr MPV £17,910-£18,210				★★★★☆	
A costly option but has some style to fill out some of its missing substance. LxWxH TBC Kerb weight TBC					
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC
500X 5dr hatch £18,500-£24,700				★★★★☆	
Familiar styling works rather well as a crossover. Drives okay, too. LxWxH 4248x1796x1600 Kerb weight TBC					
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC
Panda 5dr hatch £10,080-£16,580				★★★★☆	
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. LxWxH 3653x1643x1551 Kerb weight 940kg					
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC
Tipo 5dr hatch £14,905-£19,575				★★★★☆	
A 90s reboot that has been on a diet. Decent to drive and ample interior space. LxWxH 4368x1792x1495 Kerb weight 1195kg					
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet 1120	118	124	9.8-10.2	48.7-51.4	TBC
Tipo Station Wagon 5dr estate £15,905-£17,905				★★★★☆	
Estate version is more practical, which mixes well with its driving characteristics. LxWxH 4571x1792x1514 Kerb weight 1205kg					
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet 1120	118	124	10.1-10.4	48.7-50.4	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.0 T-GDI 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDI 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDI 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDI 136 2WD	134	119	10.2	52.3	TBC
Electric 39KWh	134	96	9.6	TBC	0
Electric 64KWh	201	104	7.6	TBC	0

NEXO 5dr SUV £65,995 ★★★★★
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg
95kW fuel cell 161 130 9.6 42mpkg 0

TUCSON 5dr SUV £22,045-£34,945 ★★★★★ Classy, roomy cabin and predictable handling. A very competitive SUV. LxWxH 4475x1850x1650 Kerb weight 1379kg	1.6 GDI 132PS 130 113 11.5 35.3 TBC
1.6 T-GDI 177PS 175 125-126 8.9-9.2 34.9-36.2 TBC	1.6 CRDI 115PS 113 109 13.7 48.7-49.6 TBC
1.6 CRDI 136PS 134 114-116 10.6-12.0 45.6-47.1 TBC	2.0 CRDI 185PS 182 125 9.5 40.9 TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★★★ Another big Korean SUV with lots of space for not a lot of cash. Slack and comfy. LxWxH 4700x1880x1675 Kerb weight 1939kg	2.2 CRDI 200 197 127 9.3-9.4 38.7-43.5 TBC
2.2 CRDI 200 AWD 197 127 9.4-9.5 38.7-40.4 TBC	

JAGUAR	
XE 4dr saloon £31,505-£45,640 ★★★★★ Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. LxWxH 4672x1967x1416 Kerb weight 1450kg	
2.0d 163 160 132-133 8.3-8.9 47.8-50.7 TBC	
2.0d 180 177 140 7.6-7.9 45.7-51.1 TBC	
2.0d 180 AWD 177 140 7.8 40.8-44.7 TBC	
2.0d 240 AWD 236 155 6.1 38.9-42.5 TBC	
2.0t 200 197 148 7.2 32.5-35.1 TBC	
2.0t 250 246 155 6.2 32.6-25.1 TBC	
2.0t 300 AWD 295 155 5.4 30.0-33.2 TBC	

XF 4dr saloon £34,950-£53,035 ★★★★★ Outstandingly broad-batted dynamically, plus a pleasant cabin. LxWxH 4954x1987x1457 Kerb weight 1545kg	
2.0d 163 160 132 8.7 46.1-50.4 TBC	
2.0d 180 177 136 8.0-8.1 44.8-50.9 TBC	
2.0d 180 AWD 177 136 8.4 40.2-44.4 TBC	
2.0d 240 AWD 236 153 6.5 38.5-42.7 TBC	
3.0d V6 300 295 155 6.2 40.8-43.2 TBC	
2.0t 250 246 152 6.6 31.5-34.4 TBC	
2.0t 300 AWD 295 155 5.8 29.9-32.6 TBC	

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★★ Superb XF is now available in the more practical Sportbrake form. It's a win-win. LxWxH 4954x1987x1496 Kerb weight 1660kg	
2.0d 163 160 136 9.3-9.4 45.8-48.2 TBC	
2.0d 180 177 138 8.8 44.0-48.4 TBC	
2.0d 180 AWD 177 136 8.9 39.3-43.1 TBC	
2.0d 240 AWD 236 150 6.7 37.8-41.5 TBC	
3.0d V6 300 295 155 6.6 40.1-42.1 TBC	
2.0t 250 246 150 7.1 30.8-33.3 TBC	
2.0t 300 295 155 6.1 28.9-31.0 TBC	

XJ 4dr saloon £62,360-£83,105 ★★★★★ Mixes dynamism and refinement so well, but not as spacious or cossetting as some. LxWxH 5130x1899x1460 Kerb weight 1835kg	
3.0d V6 300 295 155 6.2 35.7-36.3 TBC	

F-Type 2dr coupé £51,925-£113,085 ★★★★★ A full-blooded assault on Porsche's backyard, with noise, power and beauty. LxWxH 4482x1923x1311 Kerb weight 1525kg	
2.0t 300 295 155 5.7 30.3-31.2 TBC	
3.0s V6 340 335 161 5.3-5.7 25.1-28.3 TBC	
3.0s V6 380 374 171 4.9-5.5 24.6-26.6 TBC	
3.0s V6 380 AWD 374 171 5.1 25.0-25.3 TBC	
5.0s V8 550 R AWD 542 186 4.1 25.7-25.9 TBC	
5.0s V8 575 SVR AWD 567 200 3.7 25.5 TBC	

F-Type Convertible 2dr open £57,405-£118,575 ★★★★★ Costs serious money, but you get a serious car with a likeable wild side. LxWxH 4482x1923x1308 Kerb weight 1545kg	
2.0t 300 295 155 5.7 30.4-31.1 TBC	
3.0s V6 340 335 161 5.3-5.7 27.4-27.9 TBC	
3.0s V6 380 374 171 4.9-5.5 25.9-26.2 TBC	
3.0s V6 380 AWD 374 171 5.1 25.0-25.4 TBC	
5.0s V8 550 R AWD 542 186 4.1 25.7-26.0 TBC	
5.0s V8 575 SVR AWD 567 195 3.7 25.5 TBC	

E-Pace 5dr SUV £28,930-£46,060 ★★★★★ Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? LxWxH 4411x1984x1649 Kerb weight 1775kg	
2.0 D150 148 124 9.5 39.1-42.6 TBC	
2.0 D150 AWD 148 120 9.9-10.1 36.3-41.7 TBC	
2.0 D180 AWD 177 127-128 8.7-9.4 36.1-41.1 TBC	
2.0 D240 AWD 236 139 7.0 34.5-36.9 TBC	
2.0 P200 AWD 198 134 7.7 27.8-30.1 TBC	
2.0 P250 AWD 245 143 6.6 27.1-29.5 TBC	
2.0 P300 AWD 295 151 5.9 26.2-28.1 TBC	

F-Pace 5dr SUV £36,520-£74,835 ★★★★★ Credible first SUV effort is as refined and dynamic as a Jaguar should be. LxWxH 4748x2070x1667 Kerb weight 1690kg	
2.0d 163 160 121 10.2 40.9-44.8 TBC	
2.0 20d 180 177 129 8.5 39.9-43.4 TBC	
2.0 20d 180 AWD 177 129 8.7 36.8-40.0 TBC	
2.0 25d 240 AWD 236 135 7.2 35.4-38.5 TBC	
3.0 V6 30d 300 AWD 295 160 6.2 34.2-36.6 TBC	
2.0 25t 250 AWD 246 135 6.8 27.2-29.2 TBC	
2.0 30t 300 AWD 295 145 6.0 26.2-28.0 TBC	
5.0 V8 SVR 550 AWD 548 176 4.1 22.1 TBC	

I-Pace 5dr SUV £64,495-£74,995 ★★★★★ Fast, refined and the first of its kind from a European manufacturer. LxWxH 4682x1895x1558 Kerb weight 2133kg	
EV400 398 124 4.5 TBC 0	

JEEP	
Compass 5dr SUV £23,755-£35,325 ★★★★★ Wants to be a catch-all crossover, but is beaten by more road-focused rivals. LxWxH 4394x2033x1629 Kerb weight 1430kg	
1.4 Multitair II 140 138 119 9.9 TBC TBC	
1.4 Multitair II 170 4WD 167 124 9.5 TBC TBC	
1.6d MultiJet II 120 118 115 11.0 TBC TBC	
2.0d MultiJet II 140 4WD 138 118 10.1 TBC TBC	
2.0d MultiJet II 170 4WD 167 122 9.5 TBC TBC	

Renegade 5dr SUV £23,500-£31,400 ★★★★★ Middling compact crossover with chunky looks but no obvious charm. LxWxH 4236x1805x1667 Kerb weight 1346kg	
1.0 GSE T3 120 118 115 11.2 38.2 TBC	
1.3 GSE T4 150 148 122 9.4 38.2-39.8 TBC	
1.6d MultiJet II 120 118 111 10.2 45.6-48.7 TBC	
2.0d MultiJet II 140 4WD 138 113 9.5-10.2 37.7-40.4 TBC	
2.0d MultiJet II 170 4WD 167 122 8.9 35.8 TBC	

Cherokee 5dr SUV £35,750 ★★★★★ Hamstrung by poor UK specification. Uninspiring but practical and roomy. LxWxH 4624x1859x1670 Kerb weight 1738kg	
2.2d MultiJet 185 4WD 182 127 8.8 TBC TBC	

Grand Cherokee 5dr SUV £49,880 ★★★★★ The best Jeep on sale by some margin. Comfortable and well-equipped. LxWxH 4828x1943x1792 Kerb weight 2266kg	
3.0 MultiJet 250 4WD 247 126 8.2 TBC TBC	

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★★ Heavy-duty off-road goes anywhere, but lacks on-road manners. LxWxH 4223x1873x1840 Kerb weight 1827kg	
2.2d MultiJet II 200 4WD 197 114 9.5 28.8-30.4 TBC	

KIA	
Picanto 5dr hatch £9720-£14,720 ★★★★★ Nice drive and cabin, but now overshadowed by rivals. LxWxH 3595x1406x1485 Kerb weight 935kg	
1.0 MPI 66 100 13.8 49.6-50.4 127-129	
1.0 T-GDI 99 112 10.1 48.7 133	
1.25 MPI 83 100-107 11.6-13.2 42.2-49.6 129-151	

Rio 5dr hatch £12,220-£18,010 ★★★★★ Looks great and is well-priced, but nowhere near its European rivals. LxWxH 4065x1725x1445 Kerb weight 1155kg	
1.0 T-GDI 99 99 115 10.3 48.7 132-133	
1.0 T-GDI 118 118 118 9.8 44.8-47.1 137-142	
1.25 MPI 83 107 12.5 45.6-46.3 138-140	
1.4 MPI 98 103-108 11.8-13.4 42.2-46.3 138-151	

Ceed 5dr hatch £18,295-£27,185 ★★★★★ Third-generation hatchback can now compete for class honours. LxWxH 4310x1800x1447 Kerb weight 1315kg	
1.0 T-GDI 118 118 116 10.9 47.9-50.4 127-134	
1.4 T-GDI 138 138 128-130 8.6-8.9 43.5-46.3 139-148	
1.6 T-GDI 201 201 142 7.5 38.2 169	
1.6 CRDI 114 114 118 10.6 57.6-58.9 126-129	
1.6 CRDI 134 134 122 10.2 57.6 129	

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★★ All of the above, but with cavernous, more practical load space. LxWxH 4600x1800x1465 Kerb weight 1389kg	
1.0 T-GDI 118 118 118 10.9 47.1 136-137	
1.4 T-GDI 138 138 128-130 8.8-9.1 41.1-45.6 141-146	
1.6 CRDI 114 114 119 10.7 56.5-58.9 127-132	

Proceed 5dr hatch £23,840-£28,140 ★★★★★ Alluring and interesting, but not quite as special to drive as it looks. LxWxH 4605x1800x1422 Kerb weight 1405kg	
1.4 T-GDI 138 138 127-130 8.8-9.1 42.8-45.6 142-150	
1.6 T-GDI 201 201 140 7.2 39.3 163	
1.6 CRDI 134 134 124 9.8-10.0 54.3-56.5 132-136	

Soul 5dr hatch £14,725-£30,495 ★★★★★ Looks divide opinion. Better value now but still hardly the best option. LxWxH 4140x1800x1600 Kerb weight 1275kg	
1.6 GDI 130 130 115 10.6 TBC TBC	
1.6 T-GDI 201 201 122 7.5 TBC TBC	
1.6 CRDI 134 134 112-113 10.7-10.8 TBC TBC	
27kWh Electric Drive 109 90 11.0 TBC 0	

Optima 4dr saloon £22,260-£25,700 ★★★★★ Looks the part but is well off the pace set by its European rivals. LxWxH 4855x1860x1465 Kerb weight 1590kg	
1.6 CRDI 134 134 121-122 10.6-11.2 53.3-54.3 137-139	

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★★★ Engine and finish leave it well behind rival European estates. LxWxH 4855x1860x1465 Kerb weight 1620kg	
1.6 CRDI 134 134 124 9.8-10.7 51.4-52.3 140-143	
2.0 T-GDI 241 241 144 7.3 36.0 211	
2.0 GDI PHEV 202 119 9.1 188.3 34	

Stinger 4dr saloon £32,435-£40,535 ★★★★★ Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. LxWxH 4830x1870x1400 Kerb weight 1717kg	
2.0 T-GDI 244 149 5.8 29.4 217	
3.3 V6 T-GDI 365 168 4.7 27.7 233	
2.2 CRDI 197 143 7.3 40.9 179	

Venga 5dr hatch £15,625-£19,520 ★★★★★ A versatile interior, but firm ride and high price disappoint. LxWxH 4075x1765x1600 Kerb weight 1253kg	
1.6 123 111-115 10.4-11.1 34.4-37.2 172-187	

Carens 5dr MPV £19,505-£28,445 ★★★★★ Nicely up to scratch without feeling cheap or austere, but no class leader. LxWxH 4525x1805x1605 Kerb weight 1483kg	
1.6 GDI 133 115 10.9 TBC TBC	
1.7 CRDI 114 114 110 12.7 TBC TBC	
1.7 CRDI 139 139 117-120 10.0-10.9 TBC TBC	

Niro 5dr SUV £23,490-£30,845 ★★★★★ Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. LxWxH 4355x1805x1545 Kerb weight 1500kg	
1.6 GDI Hybrid 139 101 11.1 TBC TBC	
1.6 GDI Hybrid PHEV 139 107 10.4 TBC TBC	

Stonic 5dr SUV £16,540-£21,200 ★★★★★ Kia's first crossover is striking and reasonably good considering the value. LxWxH 4140x1760x1520 Kerb weight 1160kg	
1.4 MPI 98 107 12.2 45.6 141	
1.0 T-GDI 118 115 9.9 46.3-47.1 137-138	
1.6 CRDI 108 112 10.9 57.6 128	

Sportage 5dr SUV £20,305-£34,545 ★★★★★ Good ride, handling and usability. Looks good and is decent value. LxWxH 4480x1855x1635 Kerb weight 1454kg	
1.6 GDI 130 113 11.1 34.9-35.7 179-184	
1.6 T-GDI 174 127 8.9 34.4-34.9 184-187	
1.6 T-GDI AWD 174 125-126 8.8-9.2 31.7-32.5 198-203	
1.6 CRDI 114 114 109 11.4 49.6 150	
1.6 CRDI 134 134 112 10.8-11.4 44.8-47.1 158-167	
1.6 CRDI 134 AWD 134 112 11.6 42.8-43.5 169-173	
2.0 CRDI 182 48V AWD 182 125 9.2 39.8-40.4 183-186	

Sorento 5dr SUV £30,225-£42,925 ★★★★★ Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. LxWxH 4780x1890x1685 Kerb weight 1932kg	
2.2 CRDI 197 127 9.0-9.6 37.7-41.5 177-196	

KTM	
X-Bow 0dr open £57,345-£70,717 ★★★★★ Eccentric looks and sharp handling but expensive. LxWxH 3738x1915x1202 Kerb weight 847kg	
2.0 R 290 143 3.9 TBC TBC	
2.0 GT 280 143 4.1 TBC TBC	

LAMBORGHINI	
Huracán 2dr coupé £162,900-£238,000 ★★★★★ Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. LxWxH 4459x1924x1165 Kerb weight 1389kg	
5.2 V10 572 198 3.4 21.4 332	
5.2 V10 Evo 631 201 2.9 20.3 332	
5.2 V10 Performante 631 201 2.9 19.7 357	

Aventador 2dr coupé £278,000-£360,000 ★★★★★ Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. LxWxH 4797x2030x1136 Kerb weight 1575kg	
6.5 V12 S 730 217 2.9 15.4 499	
6.5 V12 SVJ 759 217 2.8 15.8 486	

Urus 2dr coupé £159,925 ★★★★★ Lambo's second SUV is more alluring and aims to use the V8's power better. LxWxH 5112x2016x1638 Kerb weight 2200kg	
4.0 V8 631 189 3.6 22.2 325	

LAND ROVER	
Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★★ Refined, luxurious baby Range Rover has matured for its second generation. LxWxH 4371x1996x1649 Kerb weight 1891kg	
2.0 e04 145 113 10.6 TBC TBC	
2.0 P200 198 134 8.0 29.1-31.3 TBC	
2.0 P250 248 143 7.0 29.1-31.2 TBC	
2.0 P300 298 150 6.3 28.9-30.9 TBC	
2.0 D150 148 125 10.5 42.1-44.9 TBC	
2.0 D150 AWD 148 122 11.2 39.9-40.0 TBC	
2.0 D180 178 127 9.3 38.2-41.5 TBC	
2.0 D240 238 140 7.2 37.8-40.9 TBC	

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★★			
Dubbed the most car-like Landie ever and it doesn't disappoint.			
Expensive. LxWxH 4803x2032x1665 Kerb weight 1829kg			
2.0 P250	248	135	7.1 27.7-30.8 TBC
2.0 P300	298	145	6.2 26.9-29.8 TBC
5.0 V8 P550 SVAD	548	170	4.5 23.0 TBC
2.0 D180	178	120	8.9 37.8-42.0 TBC
2.0 D240	238	135	7.4 36.5-41.1 TBC
3.0 V6 D275	272	135	7.0 34.7-38.0 TBC
3.0 V6 D300	298	150	6.7 34.7-38.0 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
CX-5 5dr SUV £24,795-£34,395				★★★★☆	
Offers powerful diesel engines and strong performance, plus a welcoming interior. LxWxH 4550x1840x1675 Kerb weight 1575kg					
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995-£25,795	★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. LxWxH 3915x1735x1225 Kerb weight 1050kg	
1.5 Skyactiv-G 132	129 127 8.3 44.1 TBC
2.0 Skyactiv-G 184	181 136 6.5 40.4 TBC

MX-5 RF 2dr open £22,595-£29,195	★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. LxWxH 3915x1735x1230 Kerb weight 1090kg	
1.5 Skyactiv-G 132	129 126 8.6 44.1 TBC
2.0 Skyactiv-G 184	181 124-126 7.9-8.7 37.7-40.4 TBC

McLAREN					
540C 2dr coupé £126,055	★★★★☆				
The affordable end of McLaren's spectrum isn't any less enthralling to drive. LxWxH 4530x2095x1202 Kerb weight 1449kg					
3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305-£164,750	★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. LxWxH 4530x2095x1202 Kerb weight 1440kg	
3.8 V8	562 204 3.1 23.2 276

570GT 2dr coupé £154,000	★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. LxWxH 4530x2095x1201 Kerb weight 1498kg	
3.8 V8	562 204 3.3 23.2 276

600LT 2dr coupé £185,500	★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. LxWxH 4604x2095x1191 Kerb weight 1356kg	
3.8 V8	592 204 2.9 23.2 277

720S 2dr coupé £218,020	★★★★★
The start of an era for McLaren and what a way to begin it is. LxWxH 4543x2059x1196 Kerb weight 1419kg	
4.0 V8	710 212 2.9 23.2 276

GT 2dr coupé £163,000	★★★★★
Working's most user-friendly car to date is still a McLaren first and foremost. LxWxH 4683x2095x1213 Kerb weight 1530kg	
4.0 V8	612 203 3.2 23.7 270

Senna 2dr coupé £750,000	★★★★★
Astounding circuit performance made superbly accessible. LxWxH 4744x2155x1229 Kerb weight 1309kg	
4.0 V8	789 208 2.8 22.7 280

MERCEDES-BENZ

A-Class 5dr hatch

£23,075-£35,580

★★★★☆

A little bit of luxury in a desirable, hatchback-sized package.

LxWxH 4419x1992x1440

Kerb weight 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725-£36,485	★★★★☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. LxWxH 4549x1796x1446 Kerb weight 1465kg	
1.3 A180	133 134 8.9 42.8-48.7 TBC
1.3 A200	161 143 8.1-8.3 42.8-48.7 TBC
2.0 A220	188 150 7.0 38.2-42.2 TBC
2.0 A220 4Matic	188 147 7.0 36.2-40.9 TBC
2.0 A250	222 155 6.3 38.2-42.2 TBC
2.0 AMG A35	302 155 4.8 32.9-36.7 TBC
1.5 A180d	114 128 10.6 56.5-64.2 TBC

B-Class 5dr hatch £26,975-£32,375	★★★★☆
A slightly odd prospect, but practical and classy nonetheless. LxWxH 4393x1786x1557 Kerb weight 1395kg	
1.3 B180	136 132 9.0 40.4-47.1 TBC
1.3 B200	163 139 8.2 39.8-46.3 TBC
1.5 B180d	116 124 10.7 51.4-60.1 TBC
2.0 B200d	148 136 8.3 51.4-57.7 TBC
2.0 B220d	187 145 7.2 50.4-56.5 TBC

C-Class 4dr saloon £30,845-£75,733	★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. LxWxH 4686x1810x1442 Kerb weight 1450kg	
1.6 C180	156 140 8.2-8.3 37.7-43.5 TBC
1.5 C200	181 149 7.7 37.7-43.5 TBC
1.5 C200 4Matic	181 145 8.1 35.3-39.8 TBC
2.0 C300	258 155 5.9 35.3-39.8 TBC
3.0 V6 AMG C43 4Matic	385 155 4.7 28.0-29.4 TBC
4.0 V8 AMG C63	469 155 4.1 25.5-25.9 TBC
4.0 V8 AMG C63 S	503 180 4.0 25.5-25.9 TBC
1.6 C200d	158 140 7.9-8.5 48.7-61.4 TBC
2.0 C220d	192 149 6.9 45.6-53.3 TBC
2.0 C220d 4Matic	192 145 6.9 40.9-47.9 TBC
2.0 C300d	241 155 5.9 43.5-49.6 TBC
2.0 C300d 4Matic	241 155 5.8 42.2-47.9 TBC

C-Class Estate 5dr estate £32,045-£79,528	★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. LxWxH 4702x1810x1457 Kerb weight 1495kg	
1.6 C180	156 138-139 8.4-8.5 34.0-42.2 TBC
1.5 C200	181 146 7.9 36.7-40.9 TBC
1.5 C200 4Matic	181 143 8.4 34.5-38.7 TBC
2.0 C300	258 155 6.0 34.5-38.7 TBC
3.0 V6 AMG C43 4Matic	385 155 4.8 27.4-28.8 TBC
4.0 V8 AMG C63	469 155 4.2 25.0-25.5 TBC
4.0 V8 AMG C63 S	503 174 4.1 24.8-25.5 TBC
1.6 C200d	158 137 8.2-8.7 47.1-57.7 TBC
2.0 C220d	192 145 7.0 44.8-51.4 TBC
2.0 C220d 4Matic	192 142 7.4 41.5-46.3 TBC
2.0 C300d	241 155 6.0 42.8-47.9 TBC
2.0 C300d 4Matic	241 155 6.0 41.5-47.1 TBC

C-Class Coupé 2dr coupé £35,285-£78,023	★★★★☆
Nice balance of style, usability and driver reward. LxWxH 4696x1810x1405 Kerb weight 1505kg	
1.6 C180	156 140 8.5 35.3-42.8 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104-£93,036	★★★★☆
Take all the good bits about the coupe and add the ability to take the roof off. Bingo. LxWxH 4686x1810x1409 Kerb weight 1645kg	
1.6 C180	156 137-138 8.9 33.6-41.5 TBC
1.5 C200	181 146 8.5 36.2-40.4 TBC
1.5 C200 4Matic	181 143 8.8 33.2-38.2 TBC
2.0 C300	258 155 6.2 34.0-37.7 TBC
3.0 V6 AMG C43 4Matic	385 155 4.8 27.4-28.5 TBC
4.0 V8 AMG C63	469 155 4.2 24.6-24.8 TBC
4.0 V8 AMG C63 S	503 174 4.1 24.4-24.8 TBC
2.0 C220d	191 145 7.5 44.8-49.6 TBC
2.0 C220d 4Matic	191 142 7.8 40.9-46.3 TBC
2.0 C300d	242 155 6.3 42.2-47.1 TBC

E-Class 4dr saloon £38,065-£94,725	★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. LxWxH 4940x1852x1452 Kerb weight 1680kg	
2.0 E220d	189 149 7.3 43.5-51.4 TBC
2.0 E220d 4Matic	189 149 7.5 42.8-47.9 TBC
2.0 E300de	329 155 5.5 134.5-156.9 TBC
2.0 E300de	312 155 5.7 176.6-201.8 TBC
3.0 E400d 4Matic	335 155 4.9 37.7-42.8 TBC
3.0 AMG E53 4Matic+	429 155 4.5 29.7-31.4 TBC
4.0 V8 AMG E63 S 4Matic+	594 155 3.4 22.8-23.7 TBC

E-Class Estate 5dr estate £40,065-£96,725	★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. LxWxH 4933x1852x1475 Kerb weight 1780kg	
2.0 E220d	189 146 7.7 41.5-47.1 TBC
2.0 E220d 4Matic	189 145 7.8 40.9-44.8 TBC
2.0 E300de	312 155 5.8 166.2-176.6 TBC
3.0 V6 E400d 4Matic	335 155 5.1 37.2-40.9 TBC
2.0 E200	181 144 8.1 31.0-35.3 TBC
3.0 V6 AMG E53 4Matic+	429 155 4.5 29.4-30.7 TBC
4.0 V8 AMG E63 S 4Matic+	594 155 3.5 22.6-23.3 TBC

E-Class Coupé 2dr coupé £41,370-£64,740	★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. LxWxH 4846x1860x1431 Kerb weight 1685kg	
2.0 E300	237 155 6.4 31.0 TBC
2.0 E350	295 155 5.9 TBC TBC
3.0 E450 4Matic	362 155 5.6 29.1-31.4 TBC
3.0 AMG E53 4Matic+	429 155 4.4 30.1-31.4 TBC
2.0 E220d	189 150 7.4 43.5-50.4 TBC
2.0 E220d 4Matic	189 149 7.6 42.2-47.1 TBC
3.0 E400d 4Matic	335 155 5.1 38.2-42.2 TBC

E-Class Cabriolet 2dr open £45,865-£69,235	★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. LxWxH 4846x1860x1429 Kerb weight 1780kg	
2.0 E300	237 155 6.6 30.0 TBC
2.0 E350	295 155 6.1 TBC TBC
3.0 E450 4Matic	362 155 5.8 28.8-30.7 TBC
3.0 AMG E53 4Matic	429 155 4.5 29.7-30.7 TBC
2.0 E220d	192 147 7.7 42.8-48.7 TBC
2.0 E220d 4Matic	192 145 7.9 41.5-45.6 TBC
3.0 E400d 4Matic	335 155 5.2 37.7-40.9 TBC

S-Class 4dr saloon £75,285-£189,260	★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. LxWxH 5141x1905x1498 Kerb weight 1970kg	
3.0 V6 S450 L	389 155 5.1 33.2-26.2 TBC
3.0 V6 S500 L	457 155 4.8 33.2-36.2 TBC
3.0 V6 S560e L	472 155 5.0 104.6-128.4 TBC
4.0 V8 AMG S63	594 155 4.3 23.2-24.4 TBC
6.0 V12 AMG S65	611 155 4.2 18.6 TBC
6.0 V12 S650 Maybach	611 155 4.7 19.5-20.0 TBC
2.9 S350d	282 155 6.0 38.7-44.1 TBC
2.9 S400d	335 155 5.4 38.7-44.1 TBC

S-Class Coupé 2dr coupé £105,875-£190,855	★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. LxWxH 5027x1912x1414 Kerb weight 2065kg	
4.0 V8 S560	455 155 4.6 26.4-27.7 TBC
4.0 V8 AMG S63	594 155 4.2 24.1-24.6 TBC
6.0 V12 AMG S65	611 155 4.1 18.6 TBC

S-Class Cabriolet 2dr open £117,670-£198,780	★★★★☆
As above but with the added allure of a retractable fabric roof. LxWxH 5027x1912x1420 Kerb weight 2150kg	
4.0 V8 S560	455 155 4.6 26.4-27.2 TBC
4.0 V8 AMG S63	594 155 4.2 23.7-23.9 TBC
6.0 V12 AMG S65	611 155 4.1 18.6 TBC

CLA Coupé 4dr saloon £30,550-£43,235	★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. LxWxH 4688x1830x1439 Kerb weight 1490kg	
1.3 CLA180	133 134 9.0 42.8-47.9 TBC
1.3 CLA200	161 142 8.2 42.8-47.9 TBC
2.0 CLA220	188 150 7.0 38.7-42.2 TBC
2.0 CLA220 4Matic	188 147 7.0 36.7-40.4 TBC
2.0 CLA250	222 155 6.3 38.7-42.2 TBC
2.0 AMG CLA35	302 155 4.9 34.9-37.2 TBC
1.5 CLA220d	188 152 7.1 53.3-57.7 TBC

CLA Shooting Brake 5dr estate £28,245-£47,635	★★★★☆
The most practical of the A-Class range, but it suffers for its challenging styling. LxWxH 4640x1777x1435 Kerb weight 1430kg	
1.6 CLA180	119 130 8.8-9.1 35.8-40.9 TBC
1.6 CLA200	154 140 8.5 35.3-40.9 TBC



	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

NEW CAR PRICES

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995-£31,145

The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 dCi 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930-£37,525

There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805-£40,305

Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995-£151,995

Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE					
M600 2dr coupé £248,000-£287,600					
Deliciously natural and involving, a bit ergonomically flawed.					
LxWxH TBC Kerb weight 1198kg					
4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT					
10n 5dr hatch £20,534					
Good electric powertrain; looks extremely old hat against better EV rivals. LxWxH 3474x1475x1608 Kerb weight 1120kg					
47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690-£14,985

Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900-£18,735

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHdi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000-£29,920

Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHdi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHdi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHdi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950-£29,330

Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHdi 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHdi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHdi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039-£37,439

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHdi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHdi 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHdi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845-£40,944

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHdi 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHdi 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730-£24,490

Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHdi 100	96	112	11.3	TBC	TBC
1.6 BlueHdi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575-£36,845

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHdi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHdi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725-£38,995

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	36.2-39.6	TBC
1.5 BlueHdi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHdi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE					
718 Boxster 2dr open £46,651-£73,405					
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. LxWxH 4379x1801x1280 Kerb weight 1335kg					
2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790-£75,348

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793-£98,418

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438-£108,063

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890-£149,537

Revamped big saloon is an absolute better, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037-£142,279

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858-£138,826

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913-£68,530

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195-£123,349

Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-Hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129-£125,946

Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL					
RXC GT 2dr open TBC					
Designed for pounding around a track; out of its element on the road. LxWxH 4300x1960x1127 Kerb weight 1125kg					
3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT					
Twizy 2dr hatch £6695-£7995					
Zany solution to personal mobility is suitably irreverent and impractical. LxWxH 2338x1381x1454 Kerb weight 474kg					
MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420-£27,820

A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750-£13,455

Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 Sce 70	67	94	14.5	47.9-48.7	TBC
0.9 Tce 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615-£19,165

An attractive, stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 Tce 75	75	110	12.3	46.3-47.1	TBC
0.9 Tce 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715-£29,195

Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 Tce 140	138	127	10.6	42.8-4
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GREATEST ROAD TESTS OF ALL TIME



BMW M3 (E30) **TESTED 15.4.87**
The first road car from BMW's motorsport division, the E30-generation M3 is one of the greatest chassis of all time. We take a look back at our drive of the original super-saloon.

The original M3 offered an extraordinary combination of performance, refinement and practicality, with 200bhp and four seats contained within an exceptionally balanced chassis that could entertain anywhere. Thanks to revised suspension geometry over the standard 3 Series, the M3 offered wonderfully communicative steering and excellent feedback on what the front tyres were doing, giving an instinctive feel for the car's predictable handling balance. Minimal body roll helped generate excellent cornering forces and, while the overriding balance tended towards understeer on the limit, a manageable and progressive transition to oversteer was available with a mid-corner lift.

The M3 had the pace to match its chassis, too. The 16-valve 2.3-litre motor pulled well, thanks to its impressive mid-range punch, but all that performance didn't affect its on-road manners. Ride quality was uncompromised, and the M3 was able to soak up road imperfections with ease. While the M3 might have been a bit pricey, it was certainly a lot of car for the money.

FOR Performance, refinement, practicality **AGAINST** Price tag, rear space



FACTFILE				
Price	£23,128	Engine	4 cyls in line, 2302cc, petrol	Power
				200bhp at 6750rpm
				Torque 177lb ft at 4750rpm
				0-62mph
				7.1sec
				0-100mph
				19.0sec
				Standing quarter mile
				15.7sec
				50-0mph
				na
				60-0mph
				na
				70-0mph
				na
				Top speed
				139mph
				Economy
				20.3mpg

WHAT HAPPENED NEXT...
The M3's engine was enlarged to 2.5 litres for the final Sport Evo model, with power upped to 235bhp. The limited-production-run Sport Evo featured improved aerodynamics and less weight to keep the car competitive in the DTM racing series. Originally conceived as a homologation vehicle, the M3 won 12 touring car championships and paved the way for every super-saloon since.

SMART				
Power (bhp)	Top speed (mph)	0-60 (sec)	Economy (mpg)	CO ₂ (g/km)
Fortwo 3dr hatch/open	£21,195-£23,930	★★★★☆		
Pricey, EV-only two-seater has urban appeal but is short on performance.				
LxWxH	2695x1663x1555	Kerb weight	1085kg	
Electric Drive	79	81	11.5-11.8	TBC
				0

Forfour 5dr hatch	£21,690-£22,285	★★★★☆		
Four doors give the Smart more mainstream practicality. Still expensive, though.				
LxWxH	3495x1665x1554	Kerb weight	1200kg	
Electric Drive	79	81	12.7	TBC
				0

SSANGYONG				
Tivoli 5dr SUV	£14,495-£21,495	★★★★☆		
Trails the Duster as the best-value small crossover - but not by much.				
LxWxH	4195x1795x1590	Kerb weight	1270kg	
1.6 128	126	99-106	11.0-12.0	35.3-38.2
1.6d 115	113	107-109	12.0	45.3-54.3
				TBC

Tivoli XLV 5dr SUV	£19,745-£22,245	★★★★☆		
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal.				
LxWxH	4440x1798x1635	Kerb weight	1405kg	
1.6 128	126	99-106	11.0-12.0	34.9-37.2
1.6d 115	113	107-109	12.0	42.8-51.4
				TBC

Korando 5dr SUV	£19,995-£31,995	★★★★☆		
Competitive towing capabilities and generous kit, but still lacks dynamics.				
LxWxH	4450x1870x1629	Kerb weight	1610kg	
1.5 GDI-Turbo	161	118-120	12.0	TBC
1.6L 2WD	133	112	12.0	48.7
1.6L 4WD	133	112	12.0	43.5
				TBC

Musso 5dr SUV	£25,131-£35,031	★★★★☆		
Practical pick-up has a refined engine and direct steering, but ride needs refinement.				
LxWxH	5095x1950x1840	Kerb weight	2155kg	
2.2d 181	178	115-121	12.2	TBC
				TBC

Rexton 5dr SUV	£28,995-£38,995	★★★★☆		
A vast improvement. Better on the road but without ditching its argicultural roots.				
LxWxH	4850x1960x1825	Kerb weight	2102kg	
2.2d 181	178	115	11.3-11.9	TBC
				TBC

Turismo 5dr MPV	£21,495-£27,995	★★★★☆		
Incredibly ungainly but offers huge real estate for the money.				
LxWxH	5130x1915x1850	Kerb weight	2115kg	
2.2d 178	175	108-116	TBC	TBC
				TBC

SUBARU				
Impreza 5dr hatch	£24,310-£25,010	★★★★☆		
Appealing hatchback has been steadily improved but still feels old-fashioned.				
LxWxH	4415x1740x1465	Kerb weight	1374kg	
1.6i	112	112	12.4	35.9
2.0i	153	127	9.8	TBC
				TBC

Levorg 5dr estate	£30,010	★★★★☆		
Impressively practical but only offered with an automatic gearbox and one trim.				
LxWxH	4690x1780x1490	Kerb weight	1568kg	
1.6i	167	130	8.9	TBC
				TBC

XV 5dr SUV	£25,310-£28,510	★★★★☆		
No-nonsense crossover doesn't quite make enough sense.				
LxWxH	4450x1780x1615	Kerb weight	1355kg	
1.6i	112	109	13.9	35.3
2.0i	154	120	10.4	TBC
				TBC

Forester 5dr estate	£30,000-£32,500	★★★★☆		
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless.				
LxWxH	4610x1795x1735	Kerb weight	1488kg	
2.0i 150	148	118-119	10.6-11.8	32.2
				TBC

Outback 5dr estate	£29,995-£33,010	★★★★☆		
Acceptable in isolation but no class leader.				
LxWxH	4815x1840x1605	Kerb weight	1612kg	
2.5i	172	130	10.2	33.0
				TBC

BRZ 2dr coupé	£27,025-£28,510	★★★★☆		
The GT86's half-brother looks great in Subaru blue. Cheaper, too.				
LxWxH	4240x1775x1320	Kerb weight	1242kg	
2.0i	197	130-140	7.6-8.2	33.3
				TBC

SUZUKI				
Celerio 5dr hatch	£8999-£10,499	★★★★☆		
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it.				
LxWxH	3600x1600x1540	Kerb weight	835kg	
1.0 K10C Dualjet	66	96	13.0	58.8
				TBC

Ignis 5dr hatch	£11,849-£14,849	★★★★☆		
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt.				
LxWxH	3700x1660x1595	Kerb weight	855kg	
1.2 Dualjet	87	106	11.8	52.9
1.2 Dualjet SHVS	87	106	11.4	54.1
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1
				TBC

Jimny 3dr SUV	£15,499-£17,999	★★★★☆		
Charming 4x4 is capable and affordable but retains its dynamic foibles.				
LxWxH	3645x1645x1725	Kerb weight	1135kg	
1.5 VVT	100	90	11.9	32.2-35.8
				178-198

SWIFT				
Power (bhp)	Top speed (mph)	0-60 (sec)	Economy (mpg)	CO ₂ (g/km)
Swift 5dr hatch	£12,499-£18,499	★★★★☆		
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader.				
LxWxH	3840x1735x1495	Kerb weight	890kg	
1.2 Dualjet	87	111	11.9	55.4
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8
1.4 Boosterjet Sport	138	130	8.1	47.1
				123-136

Baleno 5dr hatch	£13,249-£16,249	★★★★☆		
Suzuki's family-sized hatchback makes use of clever little engines.				
LxWxH	3995x1745x1470	Kerb weight	920kg	
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4
				TBC

Vitara 5dr SUV	£16,999-£25,649	★★★★☆		
Utterly worthy addition to the class drives better than most.				
LxWxH	4175x1775x1610	Kerb weight	1075kg	
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6
				146-174

S-Cross 5dr SUV	£17,499-£26,099	★★★★☆		
A worthy crossover if not a class leader. Refreshed looks give a lease of life.				
LxWxH	4300x1785x1585	Kerb weight	1160kg	
1.0 Boosterjet	108	106-112	11.0-12.4	40.4-44.9
1.0 Boosterjet Allgrip	108	109	12.0	39.2
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8
				141

TESLA				
Model S 5dr hatch	£82,190-£96,790	★★★★☆		
Large range makes it not only a standout EV but also the future of luxury motoring.				
LxWxH	4978x1963x1445	Kerb weight	2108kg	
Long range	602	155	4.1	TBC
Performance	602	155	2.4	TBC
				0

Model 3 4dr saloon	£42,990-£56,490	★★★★☆		
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US.				
LxWxH	4694x1849x1443	Kerb weight	1726kg	
Standard range plus	235	140	5.3	TBC
Long range	346	145	4.4	TBC
Performance	449	162	3.2	TBC
				0

Model X 5dr SUV	£87,190-£101,390	★★★★☆		
A genuine luxury seven-seat electric SUV which also has a large range.				
LxWxH	5036x2070x1684	Kerb weight	2459kg	
Long range	602	155	4.7	TBC
Performance	602	155	2.8	TBC
				0

TOYOTA				
Avgo 3dr hatch	£9695-£14,595	★★★★☆		
Impactful styling does a lot to recommend it, but not as refined nor as practical as some.				
LxWxH	3455x1615x1460	Kerb weight	840kg	
1.0 VVT-i	71	99	13.8	45.8-57.7
				TBC

Yaris 5dr hatch	£13,515-£26,295	★★★★☆		
Stylish interior but ultimately a scaled-down version of bigger Toyotas.				
LxWxH	3495x1695x1510	Kerb weight	975kg	
1.0 VVT-i	67	96	15.3	61.1-61.4
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3
1.8 VVT-i GRMN	206	143	6.3	TBC
				TBC

C-HR 5dr SUV	£21,880-£29,170	★★★★☆		
Coupe-shaped crossover certainly turns heads and impresses on the road.				
LxWxH	4360x1795x1565	Kerb weight	1320kg	
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5
1.2 Turbo AWD	112	111	11.4	34.0-34.4
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6
				TBC

Corolla 5dr hatch	£21,300-£30,340	★★★★☆		
Rebranded hatch has rolling refinement, interior ambience and affable handling.				
LxWxH	4370x1790x1435	Kerb weight	1340kg	
1.2 VVT-i	114	124	9.3	39.2-44.8
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2
				89

Corolla Sports Tourer 5dr estate	£22,575-£30,345	★★★★☆		
More practical estate bodystyle proves just as capable with hybrid power.				
LxWxH	4650x1790x1435	Kerb weight	1440kg	
1.2 VVT-i	114	124	9.6	41.5-44.1
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7
2.0 VVT-i Hybrid	180	111	8.1	53.2
				89

RAV4 5dr SUV	£29,635-£36,640	★★★★☆		
A solid option but ultimately outgunned by Korean competition.				
LxWxH	4605x1845x1675	Kerb weight	1605kg	
2.5 Hybrid	194	112	8.4	48.7-50.4
2.5 Hybrid AWD	194	112	8.4	47.8-48.7
				TBC

Land Cruiser 5dr SUV	£34,690-£54,040	★★★★☆		
A real go-anywhere vehicle. Totally rugged and available with seven seats.				
LxWxH	4335x1885x1875	Kerb weight	2010kg	
2.8 D-4D	171	109	12.1-12.7	27.4-31.0
				TBC

GT86 2dr coupé	£27,285-£31,795	★★★★☆		
Almost the most fun you can have on a limited budget. Splendid.				
LxWxH	4240x1775x1320	Kerb weight	1247kg	
2.0i	197	130-140	7.6-8.2	32.8-33.2
				TBC

GR SUPRA				
Power (bhp)	Top speed (mph)	0-60 (sec)	Economy (mpg)	CO ₂ (g/km)

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Combo Life 5dr MPV £20,130-£22,230 ★★★★★☆					
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. LxWxH 4403x1841x1921 Kerb weight 1430kg					
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN					
Up 3dr/5dr hatch £9825-£23,650 ★★★★★☆					
It's no revolution, but VW's hallmarks are in abundance. LxWxH 3600x1428x1504 Kerb weight 926kg					
1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330-£23,155 ★★★★★☆					
A thorough going-over makes it more mature, but the Polo is still a bit boring. LxWxH 4053x1946x1461 Kerb weight 1105kg					
1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765-£35,635 ★★★★★☆					
Does exactly what everyone expects. Still the king of the family car. LxWxH 4258x1790x1492 Kerb weight 1206kg					
1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345-£36,835 ★★★★★☆					
Practical load-lugging estate doesn't erode the well-rounded Golf package. LxWxH 4567x1799x1515 Kerb weight 1295kg					
1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000-£29,320 ★★★★★☆					
Probably the least appealing member of the Golf family but still resolute. LxWxH 4338x2050x1578 Kerb weight 1335kg					
1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-50.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495-£33,575 ★★★★★☆					
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. LxWxH 4767x2083x1476 Kerb weight 1367kg					
1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095-£35,175 ★★★★★☆					
All the Passat's redeeming features in spacious, practical estate form. LxWxH 4767x2083x1516 Kerb weight 1395kg					
1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320-£40,425 ★★★★★☆					
VW's flagship saloon is well-made and luxurious but rather bland to drive. LxWxH 4862x1871x1450 Kerb weight 1505kg					
1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045-£30,870 ★★★★★☆					
Dull overall, but it's a capable MPV, well-made and hugely refined. LxWxH 4527x1829x1659 Kerb weight 1436kg					
1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC



Sharan 5dr MPV £29,115-£39,350 ★★★★★☆					
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. LxWxH 4854x1904x1720 Kerb weight 1703kg					
1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
1.5 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995-£26,740 ★★★★★☆					
Compact crossover delivers a classy, substantial feel on UK roads. LxWxH 4108x1760x1584 Kerb weight 1270kg					
1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-ROC 5dr SUV £19,270-£31,050 ★★★★★☆					
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. LxWxH 4234x1992x1573 Kerb weight 1270kg					
1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990-£38,790 ★★★★★☆					
An improvement on the previous model and will continue to sell by the bucket load. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095-£41,040 ★★★★★☆					
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095-£58,295 ★★★★★☆					
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. LxWxH 4878x2193x1717 Kerb weight 1995kg					
3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO					
V40 5dr hatch £23,995-£29,820 ★★★★★☆					
Not perfect, but handsome, well-packaged, pragmatic and likeable. LxWxH 4370x2041x1470 Kerb weight 1417kg					
2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070-£29,819 ★★★★★☆					
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. LxWxH 4369x2041x1439 Kerb weight 1428kg					
2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935-£56,105 ★★★★★☆					
Fresh-faced saloon now sits comfortably among the ranks of its German peers. LxWxH 4761x1916x1437 Kerb weight 1616kg					
2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410-£41,460 ★★★★★☆					
Spacious and comfortable, with a characterful, Scandi-cool design. LxWxH 4761x1916x1427 Kerb weight 1729kg					
2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
V60 Cross Country 5dr estate £38,270 ★★★★★☆					
Brings extra ride height, all-wheel drive and off-road body cladding. LxWxH 4784x1916x1499 Kerb weight 1792kg					
2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120-£58,555 ★★★★★☆					
Volvo's mid-sized exec majors on comfort, style and cruising ability. LxWxH 4963x2019x1443 Kerb weight 1665kg					
2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120-£60,555 ★★★★★☆					
Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. LxWxH 4936x2019x1475 Kerb weight 1679kg					
2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate		£43,020-£57,935		★★★★☆	
Volvo's large comfy estate given a jacked-up, rugged makeover.					
LxWxH	4936x2019x1543	Kerb weight		1826kg	
2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC



Matt Prior

TESTER'S NOTES



GT86/BRZ has punched well above its power output

Good news: there will be a new Toyota GT86 and Subaru BRZ. It's not always easy for car firms to justify making cars like this, because they're expensive to develop given how few people buy them. But the pair of sports cars (although, apart from different badges and colours, they're the same thing, so worth referring to them as a single entity) are probably my favourite car of the past decade.

The GT86/BRZ arrived in 2012 weighing a little over 1200kg, with an engine in the front, naturally aspirated, driving the rear wheels through a manual gearbox (with a conventional auto option worth avoiding). With less than 200bhp, the GT86 arrived that autumn at Bedford Autodrome with far less power than its leading rivals in our Britain's Best Driver's Car shootout. Which it won.

I think the GT86 has always had a slightly higher profile than the BRZ in the UK – Toyota has a bigger marketing budget and more dealers, so public awareness is inevitably higher – although if you know of one, you probably know the other. Toyota's

There's an almost moral goodness to buying a bespoke coupé instead of a hot hatchback

greater prominence is probably a bit hard on Subaru, which originally provided the platform and engine.

I do wonder if the engineering purity – which is something you and I love but is clearly an obstacle to some buyers – is a problem. I know people who say they like the car, but that at nearly £30,000 and with limited power, it doesn't look like great value. See what you can get in the shape of Volkswagen Golfs, Honda Civics or BMW 1 Series for that money, they say.

Which is true, but a shame. Similar arguments hobble, I think, the Alpine A110 in the UK. The Renault subsidiary's small coupé is selling brilliantly in France, where they love the return of the Alpine name, but with a lower profile in the UK and a price that starts with a five, there are saloon-based coupés, and Porsches, that gain more power, more acceptance and way more sales.

Pity. Because if we don't buy 'em, they won't make 'em. What I love about the BRZ/GT86 and the A110 is that their makers had the will to produce a bespoke platform, including all the really expensive stuff like the crash structure, to bring these cars to market. Making a hot hatchback is, by comparison, relatively straightforward: take a Golf, add a more powerful engine, new springs, and bosh.

So, sure, you might get more power and more space and more bang per pound than with a hot hatchback, but there's an almost moral goodness to buying a bespoke coupé instead. It says something about the sort of purity you want and it says you'd like to reward those who've made it. It's like seeing a slightly quirky film instead of another comic-book-based superhero movie.

Anyway, next time, the current reckoning goes, the BRZ and a car badged GR86 will use a Toyota-based platform, but still with a boxer engine from Subaru. Probably it'll be turbocharged.

Now that it's Subaru's only true performance model, maybe Subaru has more to gain from the project. Toyota is in the midst of a performance car resurgence anyway, what with its hot new rally-bred Yaris and, of course, the BMW-derived Supra. I do slightly worry that with a GR86 that's turbocharged and, therefore, heavier and more powerful than today's GT86, it could lightly tread on the toes of the upcoming four-cylinder Supra. But that's much better than a coupé not existing, or having no other toes to tread on.

GET IN TOUCH

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ESTABLISHED 1895

The Autocar



Cassettes are superseded

7 August 1982

MUCH EXCITING (and depressing) 'connected' tech was shown at CES this month. Four decades ago, the hype was for Philips' compact disc.

"It makes both the traditional LP record and cassette look positively old fashioned," Autocar enthused.

"With both a normal record and a tape, there is physical contact with the recording medium. This means that any imperfections will be heard as clicks or hissing.

"In the compact disc – it is 4.7in across – the recording is impressed on just one side, digitally, with the 'grooves' 1.6 microns apart. The recording is read by a laser, and the result is as near-perfect an amplifier signal input as is possible to achieve. The disc has to be spun at between 500 and 200rpm.

"This very high quality means demand for CD records will be high – but unlike cassettes, we will be unable to re-record onto them."

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Alpine A110 has engineering as pure as the driven snow





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"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

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AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW

F90 M5 » 750+BHP (+DE-LIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ

A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE

RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
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2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30Si6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE

991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC

WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS

As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.



Exhaust tuning
(Pop's & crackles)



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driving modes



Gearbox
tuning



Sport dials
calibration



Exhaust butterfly
control



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